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MOTOCROSS ACTION MAGAZINE

34485 JULY 1974 75¢

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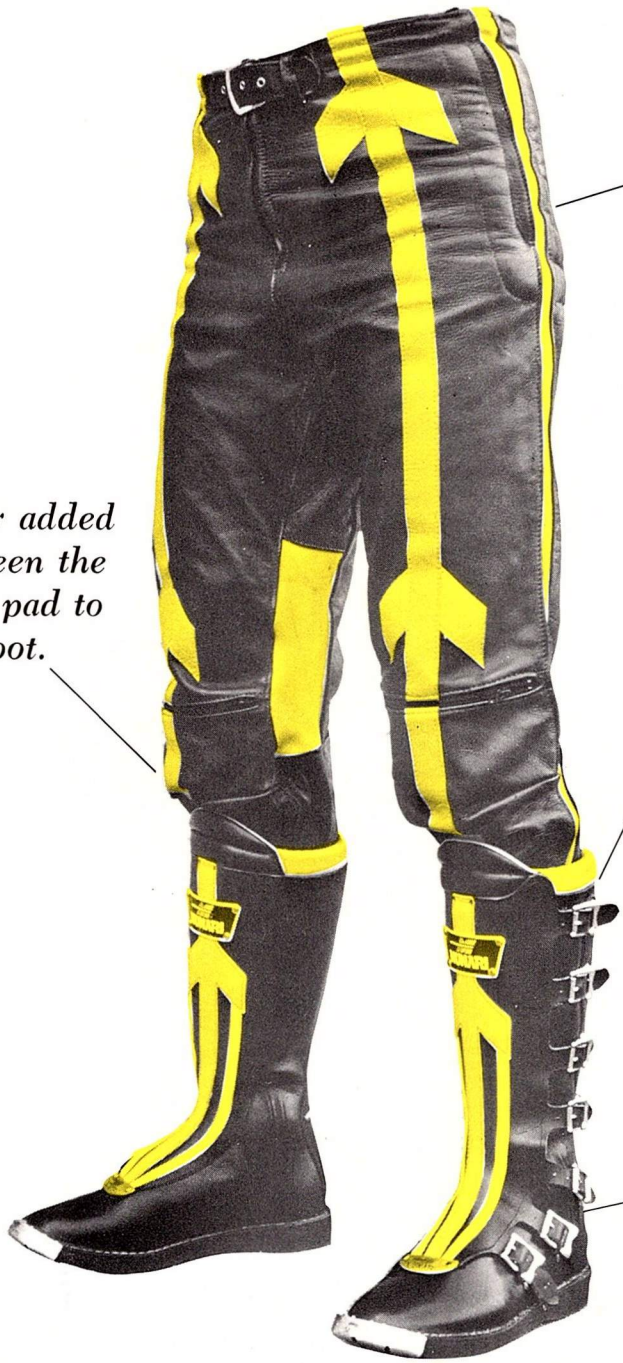

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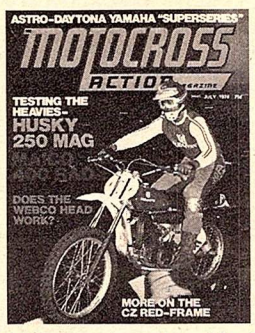

NEXT ISSUE ON SALE JULY 2

Bob Grossi pushes his 250 Husky over a dome under The Dome, shortly before trashing that tender knee again. Magic fingers by Wanderin' Jim Russell.

MIC
MOTORCYCLE INDUSTRY COUNCIL

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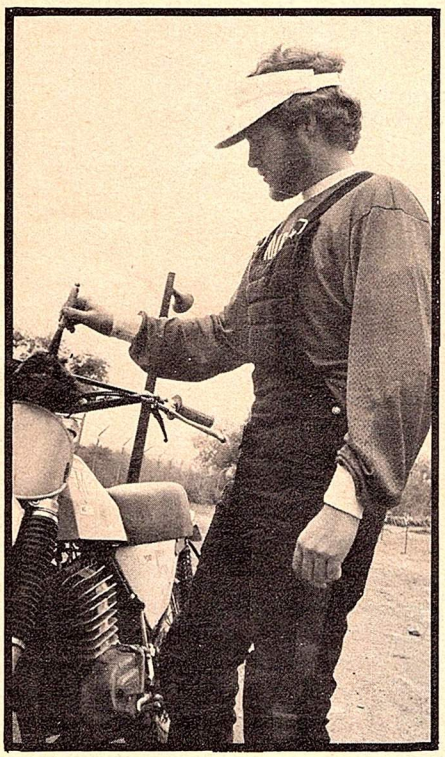
WFO

LET'S HEAR IT FOR DESPERATION



If you've never raced anything but motocross, never raced with anyone but other motocrossers, let me tell you one of the basic facts of life: Desert racers can't corner. I fear 'tis true. I spent a recent weekend learning this the hard way.

A couple of years ago I used to race a bit of desert myself, but since I was doing what everyone else was doing, I never noticed anything strange. The rules out there were simple: Hold it on and hold on. Survivors win. But since there weren't any corners to speak of out in the great open spaces, cornering wasn't a skill of any importance.

Which doesn't matter, right? Desert racers race desert, and motocrossers race motocross, and never the twain shall meet. Right? Wrong. Ya see, occasionally there are these things called "grands prix," not the motocross kind where Roger and the gang show up, but something that's, uh, *different.* This kind of grand prix is supposed to be a little bit of everything race, complete with (hopefully) desert-type fast stuff, motocross-type turns and gnarly stuff, pavement and assorted foof. And lots of bodies. Lots.

When I snugged the 400 Maico up to the starting grid at the Orange County Motorcycle Club's Second Annual Great Bear Grand Prix (that's O.C.M.C.S.A.G.B.G.P.) there were officially 749 other fools doing the same thing. On a 9.1-mile course that's 83.4 riders per mile, in case you're interested. All different kinds of riders. Desert, motocross, even a few flattrackers and suchlike. (You have to understand that these events are pretty bizarre. My "class," which included all the open bikes and assorted 250s as well, had a rigid-frame Harley in it. Oh well.) And so anyway, to make a long story into a *vergasser*, with all those desert racers and motocrossers mixed in together, you quickly find out a lot of things. Like that motocrossers generally find it difficult to adjust to going flat-out in fifth for long periods of time, that being something you don't often do in motocross. And like desert racers don't know how to turn corners.

Here I am sliding into an off-camber, slightly uphill right-hander, and here's this desert dude who has suddenly realized that while being tapped in fifth is nice, it ain't going to get him around this particular turn. So he shuts everything down IMMEDIATELY, which is a pretty impressive sight considering his bike was a Yamaha SC 500. I don't know what happened to him. Last thing I saw his bike was cartwheeling across my line without him, just narrowly missing my front fender. I continued on without him, figuring that if I stopped to see if he was allright and he *was* allright, we'd just have to go through the same nonsense again somewhere else. Best to put some territory between us.

Which is how I caught up with the guy on the Husky. We were bombing along this downhill straight, and there was only one fast line left, this being the fifth lap. So he's Husky hopping his way along and I'm more or less sitting on his rear fender. At the end of the straight there's this turn with a big, high berm, good loamy traction everywhere. So what's the guy do? Shuts it all down, natch. Let your imagination be your guide as to what happened next. I don't like to talk about it.

I suppose I got off luckier than a friend of mine, though. He'd just dropped down this sheer four-foot drop and was sliding around the sharp left-hander at its base, when a totally out-of-control 300-pound behemoth crested the top of the drop in *third*, screamed (I would imagine), and landed right on top of my friend's rear fender. The fender was indeed (as advertised) unbreakable. Too bad he wasn't.

Watch out for guys that tell you they used to race desert.

* * *

Speaking of the O.C.M.C.S.A.-G.B.G.P. There were a whole bunch of streakers out there. About six at the dance on Saturday night, a couple more on bicycles just before my race. And then — to cap it all off — Paul "Big Phil" Napoleone, president of the Santa Barbara Starters, streaked the main event on his Goleta Valley Pursang. The sound of clicking cameras momentarily drowned out the engine noise. But no women streaked, nary a one. Where is women's lib now that we need it?

* * *

A couple of million of you have written in to ask what "WFO" means. And a few thousand more have written in to tell us what it means. I suppose I should just introduce the one group to the other, but the corporate computer just pulled a DNF and there ain't no way I'm going to sit here and draw up lists for you. So I guess you lose. A few hints though.

"WFO" does not mean "wired flat out," "wholly fully open" or "wildly flatulent oaf." Nor does it

mean what Maynard Swift of Toledo, Ohio, suggested, that being anatomically impossible in any case. (Your mother would be ashamed, Maynard.) So what *does* it mean? I'll tell you when you learn how to pronounce "Szilagyi."

* * *

I just received my 1974 AMA Professional Racing Pressbook from (who else?) the AMA, and I nearly fell out. There on the cover is none other than suave Jimmy Pomeroy, doing his thing in a genuine motocross event. Not bad for an organization that still dreams about board tracks and no front brakes deep within the secret recesses of the corporate soul. The book includes a rundown of all of last year's AMA National events, motocross and otherwise, short sketches of some of the top riders, and a list of all of 1974's Nationals. $3 from your local AMA dealer, and you guys owe me now.

* * *

This is what happens when you don't feel up to writing a column on the day of your deadline. "WFO," huh? *

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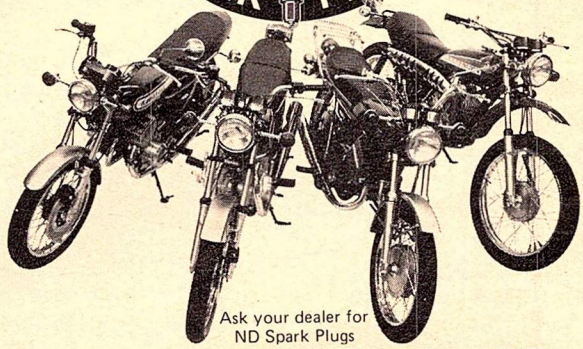

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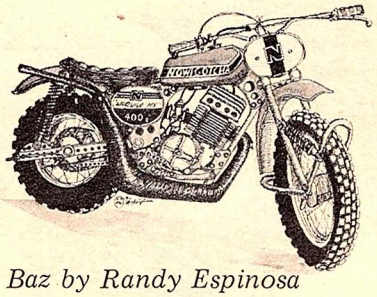

From a letter written to Baz by Randy Espinosa

Dear Baz:

A couple of weeks ago, while I was sitting up in the kitchen reading the March issue of MOTOCROSS ACTION (at approximately 11:45 p.m.), I heard a long, high-pitched whine and then a crash. "How odd," I thought, as I dismissed it. But after a while, it dawned on me the noise had come from my garage. My first thought was, "Omigod, someone's ripping off my motosickle!" In a blind panic, I rushed outside. In my haste, I neglected to open the door. When I picked myself up off of the wet grass, the splinters and the broken glass, I noticed a large hole in the east wall of the garage. From the hole extended a peculiar ditch in the lawn. It was about five inches wide and varied in depth from three to six inches. The ditch extended all the way across the lawn, through a big hole in the neighbor's new fence, across his yard, and across all of the back yards for as far as I could see! Of course I was terrified. When I had nearly recovered my senses, I stumbled thoughtlessly toward that dark, gaping hole in the garage wall. I stopped and surveyed the damage, and again I looked back at the ditch and the neighbor's "cyclone" fence. What a mess! Gathering up my courage, I proceeded to step inside the garage. I was immediately overpowered and overcome by the most horrendous stench. I mean, it was rancid, it was really bad. It smelled like dead fish, rotten seaweed, Yamaha stock shock oil, all mixed with Super Hunky's MX socks. Holding my nose was all I could do to remain conscious. Peering into the darkness, I saw a huge oozing blob of greenish-brown yuk. I sat there, motionless, staring with disbelief at the slimy crud that lay there entangled in my grandfather's radial saw. A closer inspection (with the aid of a long stick) revealed that the greenish brown slime was, indeed, decaying seaweed. Engulfed in the slimy ick were assorted oddities like flowers, a dead cat, a couple of tree branches, bits of wood and tree bark, a couple of pop tops, seven different kinds of fish and a hub cap from a 1948 Buick. My curiosity was aroused. So, hand on nose and stick in hand, I proceeded to peel back the stinking gorp. Sensing something very solid inside, I began to dig frantically. After several minutes of this haphazard digging and prodding, I discovered to my utter amazement what appeared to be a motorcycle of sorts!! I know you don't believe me; I didn't believe it myself until I uncovered the barnacle-studded gas tank and there in maroon and white letters, seemingly as big as the sky, was the name *"NOWIGOTCHA"!* I screamed in terror! And, for the first time in my life, I fainted.

Needless to say, the next few days proved very trying. Neighbors calling, police cruising the neighborhood asking questions. Why, even a couple of geologists came by. They mumbled something about our garage being the epicenter of a new fault zone, running eastward to the Boston Harbor. Despite all this turmoil, I decided to restore the legendary killer bike. So I went to work. I worked all day long; I used and exhausted six wire brushes, two $40 sets of chisels, one king-size bottle of Lysol, 11 cans of Easy Off (it doesn't work!), and ten fingernails. All that just to remove the seaweed and barnacles. The second day was spent disassembling that horrible contraption. Upon examination of the grotesque powerplant, I discovered there was no spark plug in the plug hole. When I tried to turn the engine over, nothing — frozen solid. So I pulled the massive cast iron sunburst head. There, in the cylinder, lay a huge starfish. Each one of his long arms were stuck into each one of the ports. The poor thing just lay there, anchoring the gargantuan piston firmly at bottom dead center!! After much careful thought, I decided to leave Ralph (the starfish) in there. Thus, I now have a fairly predictable machine.

Almost two weeks have passed and my restoration is now complete. I had very little trouble getting parts for the notorious squid killer. I was able to replace levers, cables and missing engine mount bolts (all were missing but one) with standard accessory items. As for the engine components, sardino suspension parts and whatnot, I called the Nowigotcha factory. They were surprised to learn that I had found the machine, but oddly enough, they had no desire whatsoever to take the bike back. I ordered directly from the Nowigotcha public relations man, and in 24 hours, by special delivery, I received a whole rickshaw full of parts. *Free of charge!!*

Undoubtedly, you still do not believe my story, and I don't blame you one bit. So to further convince you, I have taken the liberty of enclosing a picture of my Nowigotcha TN 400 Whirlwind MX, serial number TN 400-00002. I don't have a camera, so I drew one of what it looked like before I restored it too! But when I showed to my best friend, he threw up on it. I'm sorry you had so much trouble with your Whirlwind, Paul! Mine has been so passive (thanks to good old Ralph!).

I have had one big problem, though. I cannot find the recommended NGK BE-1x 350B any-

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where! I've even called the NGK factory; but they said they only produced four NGK BE-350B's as that was all the Nowigotcha factory ordered! Those four that they manufactured for Nowigotcha were the stock plugs that came with the four original Whirlwinds. Bummer, huh!

Oh yeah, before I forget: When I talked to the Nowigotcha PR man, he told me that Nowigotcha International has absolutely no intentions of producing any more dirt bikes. However, he did say that the factory has directed their every facility towards the development and production of seven 750cc, six-cylinder, rotary valve, 275 horsepower road racers!! He said that they would be out as soon as the engineering department figures out where to put all of the carburetors.

Yours truly,
Randy Espinosa
Portland, Oregon

Dear Randy:

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Baz *

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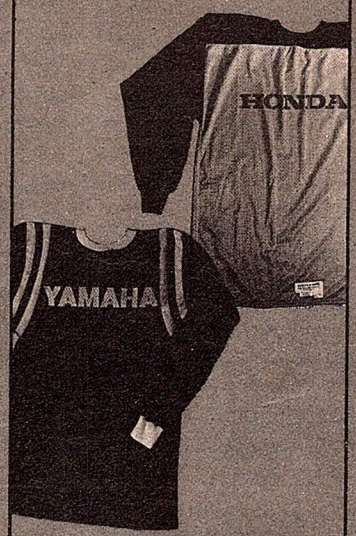

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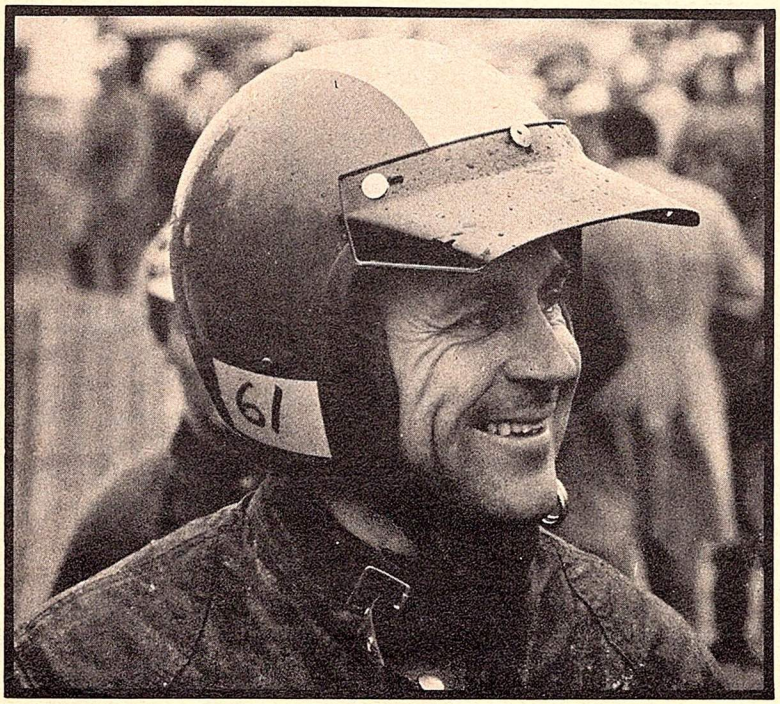
CHECK WITH THE CHAMP

by Jeff Smith



I read and enjoyed the article about you in MOTOCROSS ACTION. Could you send me some poop on your starting, picking a line, downhills, etc. Also — how about some info on trials riding?

Kermit A. Spears
DeBeque, Colorado

I never was much of a starter. Partly because I have always felt strongly that the start (except in a sprint motocross) is of little consequence, and partly because I've got very slow reactions. The finish is generally the best time to be in front. The key to fast starting is to understand the system, then anticipate it. You can do this by studying the starts before your race. If it's a flagman, you can often help him along by simply releasing your clutch. If it's a mechanical start, watch the release mechanism. We covered picking a line earlier. Downhills are a place where fear enters the minds of most people, and practice is what it takes to change that. Choose the smoothest line, get your behind well over the rear wheel and then let the machine have its head. Increase your speed till you literally dive *downhill. You will quickly become accustomed to this, and it is both exhilarating and a useful skill to have if you're a racer.*

Observed trials are a totally absorbing and usually safe and unobtrusive form of motorcycle sport. It's a big subject, and requires more space than we have here, but it is something every budding motocross rider could usefully take up, as it teaches you to think in motion.

Right on, Jeff! I'm glad to see that MXA finally got somebody who can ride (snicker). Since you've got a column, there'll be a lot of letters, so I'll make this one short. Can you tell me how to pick a line?

Rick Hermanns
Team Super Rat
Somewhere

Around most tracks there is a brown mark perhaps three to four feet wide. This is generally "the line." But to be more specific, the racing line is a straight one, corner to corner. In motocross this direct line is interrupted by hazards, jumps, holes, mud and the like. Avoid these by clean, thoughtful maneuvers, but keep as close as is possible to the original racing line. Once you find a particular track's line, stick to it and don't deviate unless the ground is eroding — then move over perhaps four inches per lap.

I own a Yamaha 125 Enduro and I want to race it. I was wondering if it would be more worth my money to try to fix this bike's handling, or to give it a few more horses? And how should I do either? Keep it cheap, please, because I had to borrow money for the stamp to get this to you.

Peter Holloway
Manakin-Sabot, Virginia

If you make it faster without first correcting the handling, then you will just get into trouble quicker. You can fix the handling, but it can't be done cheaply. You'll need to change the head angle to 30 degrees, drop in a fork kit and try S & W shocks with 65-pound springs. But since you mention that money is tight, perhaps the best thing to do would be to sell the Yamaha, put the proceeds into a laundry, and buy a Can-Am in two years' time.

I've got a 1973 175 Can-Am enduro, converted into an MX bike (I couldn't get the MX model at the time). I've been told that the stock Betor forks have no venting. How can I cure this — or should I live with it? I'll be racing motocross, so do you think I should take off the oil injection? If so, what kind of oil, and at what ratio? My tranny's another problem. Under very hard and fast shifting (no clutch), I miss shifts. I'll try to jam it back in, and it's like there's no transmission at all. I'll have to use the clutch and hit it with a very positive shift. Oh, and what do you think of the stock Girlings for a 180-pound, six-foot rider? Is there anything better? Any other trick tips will be greatly appreciated, and thanks for joining the team.

Bruce Reindl
Kenosha, Wisconsin

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them if you must, but you'll probably end up with oil in your eye. I feel they're unnecessary. Taking the oil pump off only helps in that you remove a little weight; and unless you have access to a machine shop, it isn't easy. There are holes to be blocked, and collectors to be removed. You will find that so long as the engine is correctly jetted, you will have no trouble in letting it scream for a 40-minute moto. You will also have the consolation of knowing that your bearings are being correctly lubricated. The gearbox itself is designed like a Mauser. It is positive and accurate — however, if you get between gears and the engine is revving, you will have trouble getting back into gear again. You must simply make your shifts more positively. Girlings are excellent shocks, but you will see that Can-Am has gone to S&Ws this year. For your weight, 88-pound springs (by Girling) would be right. Other trick tips? Ask your dealer for the 1974 carb settings, keep the filter well oiled, set the steering head angle at 30 degrees, and check the spokes

Continued on page 11

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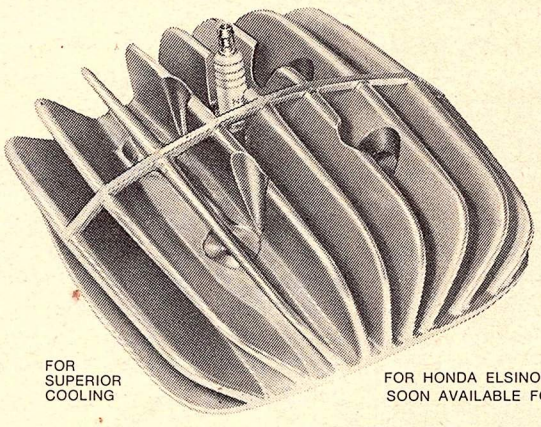

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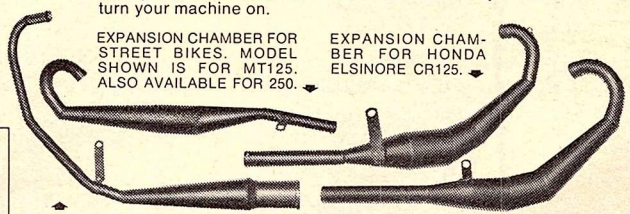

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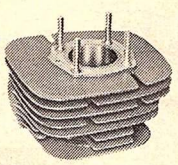

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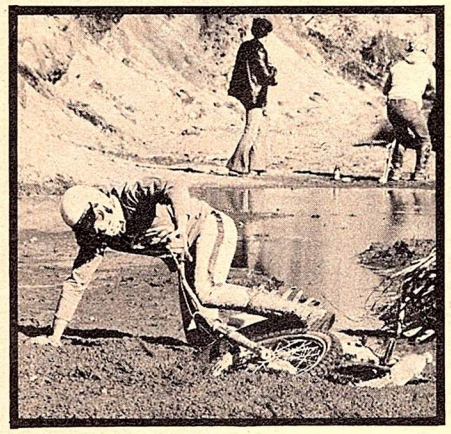
DIRT

UNCTION OF THE UVULA



Gawd. I just spent two weeks doing little but riding and racing a new CZ with a trick pipe and boss fork springs, the new Suzuki TM250 and the KX250 Kawasaki. Pete Szilagyi called me up on the phone and told me the new Husky 250 is unreal and my pal Dave let me ride his new 360 Bul. Friends, it's happening. The factories are finally building, direct from their racing departments, machines that an expert can get off on. I mean off on, dig on, kind of off on. The time has come. 'Tis the season to off that pigheap in your garage and buy yourself some real racing iron. Stroke those marketing presidents. Tell them, "We like these nifty toys you're building for us and we want more." And of course we here at good ol' MXA will keep our little eye-lookers on all the trick factory machinery we get to poke at in the pits and tell you what's hip so you'll know it when y'all see it.

* * *

. . . And then next year when they come out with some *really* trick rear suspensions, *I'm* going to buy a new one and blow all you squids that bought the "old style" bikes *off.*

* * *

Got some hot promotion coming up for motocross in the next few weeks. June 22 will be the Superbowl of Motocross at the Los Angeles Coliseum. Whoopie. Mike Goodwin, the promoter, got us on the horn and outlined the program, which includes a total of $6000 in starting money paid to draw ten of the top Europeans, whoever they may be, and ten top Americans who, to date, include Marty Tripes and Jimmy Weinert. It'll be a team race, us guys against the European invaders.

Unlike last year, the Goodwin organization is handling the whole ticket selling affair, so people can buy as many as they want. Goodwin is also offering a "Super Ticket" which gets you a bus ride to the race from any one of a hundred different shops in Southern California, a VIP seat on the 50-yard line, a program and a ride home, all for ten bucks. Not bad, eh?

The support show for the International race is shaping up to be a super extravaganza high school invitational motocross, details of which have yet to be arranged. We know one thing: MOTOCROSS ACTION will be heavily involved in promoting the high school race. You locals look for details in *Cycle News West* and *So. Cal. Motocross.* Onward.

* * *

Will Mary from U.S. Postal Service Ca. 920, better known as Chula Vista, please send the Bazzer her address and phone number because he indeed wants to race.

* * *

If you dudes out there in magazine land who keep writing in and asking us why we don't do a New Shoe article on Leonard Wisp from Rotting Board, Kentucky, or whoever, would channel some of your letter writing energy into some picture taking and article writing, we might get a New Shoe article on whatshisname from wherever, dig?

* * *

Speaking of New Shoes, after that feature on chicks last month, we expect some female-type new shoes, too. I mean, you girls aren't all *squids,* are you?

* * *

Holy interrogative, Batman. That makes *two* Dirt paragraphs ending in a question mark!

* * *

Don't forget the United States Grand Prix coming up . . . ah, lessee, the 14th of July. It's at Carlsbad, California, again and the track's going to be bigger and, we hope, better. Mike and Baz are going really easy on their expense accounts lately to save up points so they can hit the boss with a whopper after the GP. Can't turn down all those parties, and booze, and wimmin.

* * *

Check it out: The top ten riders in the Yamaha Super-Series, that's Daytona and Houston, include only two from California. Yep, besides Tim Hart and Mike Runyard, the rest of the winners come from Ohio, Pennsylvania (hi, Tony), Georgia, Texas, Michigan and . . . Hey, where's Jody Foust from?

* * *

Jody are from Texas. (signed, the Geography Editor)

* * *

Well, by golly, lookit here. It's the July issue again. That means MOTOCROSS ACTION is one year old today. Let's hear it for us. Happy birthday to we, happy birthday to we, happy birthday dear MOTOCROSS AXSHUNNNN, happy birthday to weeeee. Cards, letters, visitations with cakes and ****presents****, and invitations to dinner will be accepted at this office. And goodnight, Mr. Szilagyi, wherever you are.

* * *

We got a whole list of Daffy Dealers from Brian Phillips of Edmonds, Washington, that includes: a used tire store in Bald Knob, Arkansas, a Cooper dealer in Hooper, Nebraska and, best of all, a Montesa shop in Riva, Maryland. Get it? Riva Montesa? Ah hahahahah.

* * *

Mike went to a big shindig put on by the Kawasaki Heavy Industries folks (remember them?) last night, and concluded that bunnies are smarter than motorcycle magazine people. He hastens to add that that is not necessarily a compliment to the bunnies.

* * *

Change that rear tire, stay *away* from the front brake, disassemble that engine (looks good, Palfreyman, must go fast), disguise the champ in a Jofa and *go get 'em!* Or, as they say in the magazine industry, "Down for low, y'all." *

Get It On

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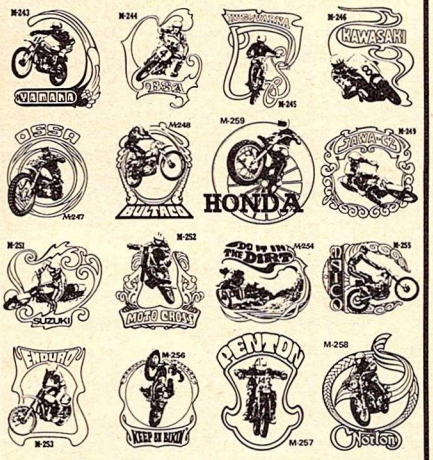

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CHECK WITH THE CHAMP

Continued from page 9

frequently. Apart fron that, just have fun.

I am planning to get a CR 125, but I have two problems. First, I'm a beginner to motorcycles, but I do race MX on bikes with my friends. Secondly, the local turkeys say I'm too big for a 125 and should get a 250. I'm 15, 5'10" and 165 pounds. In my opinion, a 250 would be too much for me to handle. What do you think?

Victor Fonseca
Los Angeles, California

You are taking the natural progression going from a bike to a motorcycle. In my day it was bicycle speedway — motocross wasn't in the vocabulary then. I suspect that you will find motocross on a CR 125 less dangerous than bike MX. Just take it easy, learn to walk before you try to run and remember to use the pedal action going into corners — i.e., downshift twice. Your opinion is correct — use the 125 for a year or two, then jump on the progression again. *

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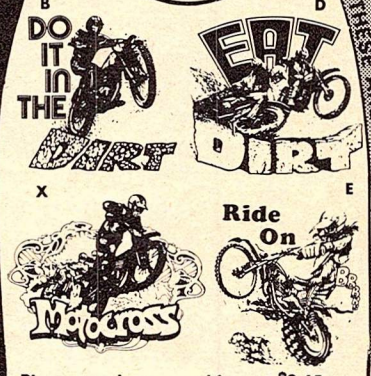

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HANG IN THERE

I'd like to know if you would sell one of your MOTOCROSS ACTION racing jerseys. If you will, how much would it cost and what sizes do you have?

Mark Honeyman
Topeka, Kansas

To you and the scads of other freaks who've written in asking that very question, Mark, I'd like to say this: Official-type MOTOCROSS ACTION racing jerseys will be available for sale in the near future. Keep your eyes peeled for the ad in the magazine which will give you all the stunning particulars. But remember, if ya wear it, ya gotta win.

BIZARRE

Do you know where any flat-track racing is for a Hodaka Ace-100 engine on a stock Bonanza mini bike frame?

Ron Slis
Parma, Ohio

No. Do you?

FUNKY RACES, PART II

It's too bad some people feel that it's easier to bitch about how races are run, rather than help to put them on successfully. While all races are not of the caliber we'd like, I still think Mr. Stapleton (Mail Entries, January) overstated the facts.

Most Utah clubs do not have the experience that is needed to put on a perfect race. But it ain't all that bad. I don't know of any club that has gotten rich off of local riders.

Dave Vogeler
Firebirds M/C
Salt Lake City, Utah

MORE FRUSTRATION

I have a Husky 250 that loves waterbeds. Every night at exactly 9:30 she comes in the house ready for bed. I have to do something about her, because my parents are getting tired of her unbelievably loud snoring. Most of all, my girl friend is getting sick of her. Every time we start to get comfortable, my Husky is ready for bed. What should I do???

Mike Bottoroff
Joplin, Missouri

Try a quiet pipe. Funny though, most of the Huskys we know are pathologically afraid of water.

MO'

I wonder if (since I can't read any other magazine cover to cover like I do yours), you could put out MOTOCROSS ACTION bi-monthly? I've mentioned this idea to a lot of my friends, and they all are for it. I'm sure that there's enough news for a weekly magazine, and I'm sure everyone would still eat it up! Aren't you? I just can't handle waiting 31 days for another copy, and I often read my copies more than once — along with all my back issues. The only thing harder than waiting for my next copy is waiting for another chance to go riding.

By the way, your article in the January WFO about short motos and rip-offs is more of what we need. Remain outspoken, semi-radical, stay high and enjoy yourselves.

Bob Bairley
Killeen, Texas

Bimonthly? Weekly?!? Damn, man, we appreciate the very kind thought, but we don't have time enough to go riding as it is.

NECK LOCK

In December Wrench Wracing you describe boxing, hockey, wrestling, etc., as "too dangerous." This is a disservice to wrestling. Anyone who rates motocross and soccer as the most demanding sports from the standpoint of stamina apparently has not wrestled. Grueling it is, dangerous it is not.

Enjoy your magazine very much.

Bob Fay, Jr.
Evansville, Indiana

DRY?

Your Feb. issue finally arrived, and I was pleased to see the write-up of the Copetown Trans-AMA. However, some things mentioned in the article made me think that it would be nice to let you in on what's happening in Canada on the motocross scene. Most races are put on by clubs affiliated with the Canadian Motorcycle Association. The clubs rent land and lay out the track, and rarely race on the same track twice. It may be hard to picture, but in most of Canada there is a little band of MXers that buzz from track to track every weekend. New weekend, new track, but the same faces all season long.

One other thing; make that two. The pits are always open to spectators, and it's illegal to drink beer in a place other than your residence. Motocross is still in its naive and honest stage here. We pay about $2 to race, and 40 percent is paid back to riders — 50 percent to experts, 30 percent to seniors and 20 percent to juniors.

Ted Moses
Waterloo, Ontario,
Canada

We bought and drank beer at a race in Quebec, but of course that's French *Canada*, n'cest pas?

LET'S HEAR IT FOR MARTYRDOM

About that lousy article on the Suzuki TM 400. You're full of it! It is one of the best MX bikes on the market today. In all the years I have been racing one, the frame doesn't flex as easily as you say. The weight is not all that much compared to, say, the Yamaha 360 (Yam. 251, Suz. 247). By the way, what's wrong with oil injection? The sudden power surge is fantastic in getting a good start and moving out of the pack. So the next time you guys get up enough nerve to test a bike like the fantastic Suzuki 400, find somebody who knows how to appreciate one.

Sorry about my typing, but last week I fell off my 400 and broke my neck. Next time, just don't try something that's too big, too powerful and too great for you.

Greg Linkous
Rockville, Maryland

READ THE JUNE ISSUE

I am a girl who really digs motocross! However, I am very mad right now! How come there ain't no girls in professional motocross? Is this another case of your typical male chauvinism? I've got a "Trickie Dickie" XR75, and I

Continued on page 17

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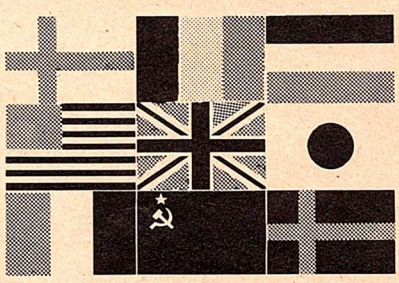
Hang Ten United States Moto-Cross Grand Prix



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WRENCH WRACING

GOTTA GETTA NOGUCHI

I have a '73 Yamaha 125 which is a great bike except it is a little down on power. I plan on getting more out of the engine by putting a Dirty Distributing Noguchi 125 kit on. Will my bike have as much reliability as in stock form? I'm running a 2.75x21 knobby on the front. Do you think if I put a 3.00 on, it would handle better in corners?

Tony Holt
Berea, Ohio

The Noguchi kit works bitchin' but any time you boost the power your reliability is going to take a nose dive. There's only one way to find out if the investment is worth it: Try it. The 2.75 front knob should work better in the soft Ohio dirt because it digs in better. The 3.00 would be better on harder tracks.

DO YA LIKE T' SQUEEZALOT?

I have a problem with my hands. After about ten minutes of hard riding, they cramp up. At first I can take it, but after a while I have to stop because of the pain. What can I do?

Jim Burkhardt, Jr.
Falls Church, Virginia

CONGRATULATIONS! You're one of the few people who write in to Wrench Wracing with body problems instead of bike problems. In a sport that is 80 percent physical and 20 percent machine-ical, you'd think . . . ah, never mind. You need to condition your forearms by either (a) riding a lot or (b) squeezing a lot. If you can't get out to ride two or three times a week, then get a couple of dimestore rubber balls and squeeze them like crazy for as long as you can and as often as you can. When you do your push-ups (and you'd better), support yourself on the tips of your fingers instead of the palms. A neat trick is to tie a three-pound weight on a three-foot chain and tie the chain to the middle of a one-foot section of broom handle. Hold the stick in both hands with your arms stretched out in front of you and just wind the weight up and down. You can buy genuine ready-made winder-uppers and other arm-building stuff at a good department store. Exercise every day and you'll have forearms like that renowned Belgian MXer Popeye.

CAN'T MAKE THE HONDA WIN

I ride a Honda 125 Elsinore in the 125 Jr. Amateur class. There are usually around 17 riders in each moto and about 10 or 12 of these ride Elsies. Now, I can stay in the top four, but I just can't seem to squeeze out a first. If I could get more power out of the turns and down the straights, I know I could win. I sinned and picked up another magazine besides MXA and saw an article about a Grand Prix kit for the Honda. It consisted of a different barrel, pipe and carb. Do you know anything about the kit?

Randy Underwood
Denham Springs, Louisiana

Oh, come on now. If all the other guys are racing bikes just like yours, how come you can't beat them? Maybe if you left the bike alone and tried going faster yourself, you'd win a few races. But if you must know, there is a kit available from your Honda dealer that substantially boosts power output on the 125 Elsinore. There's also a head/barrel/pipe kit put out by Flying Machine Factory, 1418 W. 259th St., Harbor City, California, that's supposed to give you jet power. We don't know 'cause we've never tried one. Maybe we ought to test some of these kits. We'll get on it and try to come up with something.

MAICO CHANGE OVER

I own a '71 250 Maico with the wide ratio four-speed transmission. What would it cost in money and effort to install a close ratio five-speed or four-speed for motocross? I want to put a different hub on the front wheel to save weight. Can I use a Yamaha MX hub, or would I have to get a late model Maico conical hub? Is there a Japanese rear hub I could put on in place of the stocker?

Peter Hall
Memphis, Tennessee

Money-wise, it would cost you $213.61 for a close ratio, four-speed gear set. Effort-wise, all it would take is a case split, as the gear sets are interchangeable. There aren't any five-speeds available for the Maico. The Yamaha front hub is the boss setup for the Maico, but the late-model hubs work just as well. You'll notice the factory bikes raced by Weil and Bauer use the stock hubs. We don't know of anybody putting J-model rear hubs on the Maico, but we do occasionally see a Maico rear hub on another type machine. Does that tell you something?

PENTON SHIFTER CURE

A recent survey on my part of the Penton 125 shift pattern revealed that it contains 4524 (count 'em) neutrals. Being the quick thinking sort I am, I rapidly came to the conclusion that this was not the hot setup. I've tried keeping it in tune (must be done after every moto), shift kits (don't work very well), midnight chants over a vat of Yamaha fork oil (turns my girl friend off), and just about everything else. Finally, in my never-ending quest for third gear, I found a solution that is easy and works fairly well. After every race I flush out the tranny with gas and then refill with clean

oil. It starts to fade around the end of the third moto, but while it's working, it's working good. Try it.

Joe Smith
Statesville,
North Carolina

AIR BOXES
AND EYEBALLS

I am currently campaigning a 250 Yamaha YZ and, as you know, the bogus air cleaner shroud is about as effective as a damp Kleenex. I would appreciate any suggestions for getting a good air box. Also, do the pro riders with vision problems use contact lenses or something else?

Motocross Mick
Newburgh, New York

DON'T USE CONTACT LENSES! You'll get crud under them and seize your eyeballs. Gerrit Wolsink, the Stevie Wonder of motocross, wears his inch-thick glasses under standard goggles. When things get too muddy, he just tosses them to his wrench and proceeds on memory. The Webco No. 2065 still air box is made special for the 250 and 360 Yamahas. Hook that up with a Twin-Air filter from J-T and you're ready to race.

THE LONG AND
SHORT OF INTAKE

I have a question which I think might interest horsepower freaks like myself. Does moving the carburetor back from the intake ports improve the performance anywhere on the usable power curve? The Maico 250 Radial has this different from the old square barrel.

Mark Brasier
Cheshire, Oregon

It's kind of an involved thing, Mark, but simply stated, you can get from a ten to 15-percent power boost at a given spot on the power curve by varying the distance from carb throat to intake port. As a rule, a short intake will make the power happen lower on the curve and a longer intake will move the power peak higher up the curve. The Radial pulls more power in the upper rpm ranges because of the increased ram effect of the longer intake passage. Got that? *

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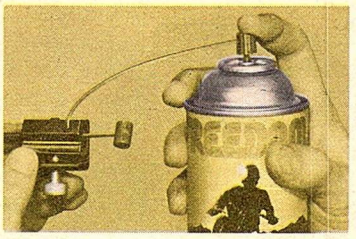

Simply pop the end of the cable sheath out of the adjuster. Temporarily attach the injector clamp to the end of the cable, plug the tube from the spray can into the injector and press the spray nozzle until lube oozes from the other end of the cable. Remove injector clamp and replace completely lubricated cable. The kit contains a 6 oz. aerosol can of Freedom Power Injection Lube, a spray tube attachment and an aluminum and rubber injector clamp. The suggested retail price is only $5.98 and comes attractively packaged. If not available at your dealer, call or write Freedom Industries, 13930 Stansbury, Detroit, Michigan 48227. (313) 273-6250.

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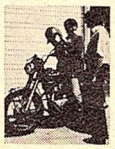

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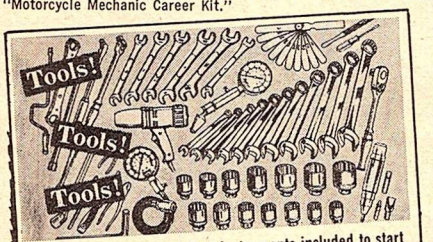

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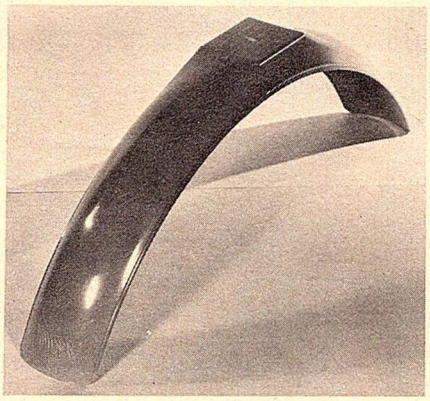
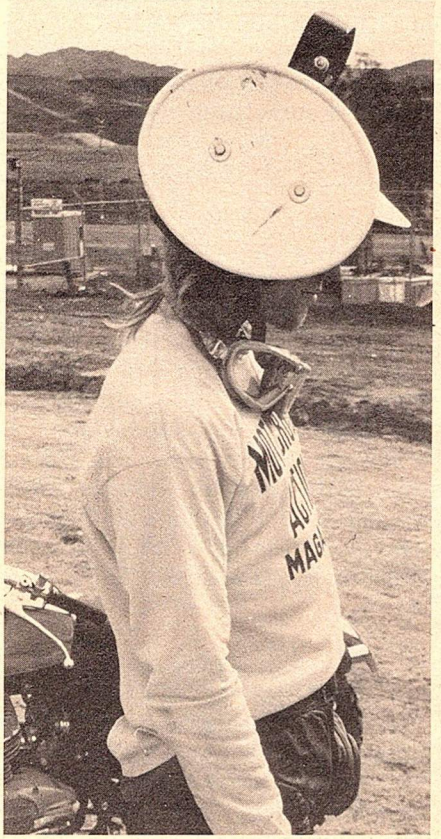


MEET MR. PLASTIC

Preston Petty, the man who brought you the unbreakable plastic DT-1, is now introducing the "Muder/I.B." (integral bracket). The Muder/I.B. is a new PP plastic fender with traditional "Muder" features and an all-new integral mounting bracket. No metal bracket is needed. The Muder/I.B. can be mounted directly to any bike, and incorporates Muder features like built-in mud flaps and mud-deflecting, deep valanced contouring. Contact your local distributor or Preston Petty Products, Dept. MXA, 403 N. Main Street, Newberg, Oregon 97132.

BIG AL KNOWS

Big Al has been around motocross for some years now (or couldn't you tell?), and she's seen T-shirts a-plenty. Recently, she ran into this hot little number draped over the leading link front suspension of a prototype Suzuki at the Astrodome. "Far and away!", she exclaimed. She subsequently went on to say that Team Knobby Balls T-shirts ($3.50 each, or $3 for orders of two or more) help her go "WFO" through the straightaways of the soul. She got hers from Lunatic Fringe Associates, Dept. MXA, P.O. Box 244, Old Greenwich, Connecticut 06870, and so can you. Enjoy.



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No more lost or obscured number plates with this new product from MOTOCROSS ACTION. Made of unbreakable space-age *plastique*, with dished titanium mounting hardware, these MXA plates bolt right onto your helmet. So, as long as you're up and in the running, so's your number! Trick, what? MXA helmet number plates are available in exciting colors like Puerile Puce, Candy Creosote and Titillating Tangerine, and are fully guaranteed. In fact, your neck is likely to break before the number plate does! That's how reliable these little dandies are. Get yours for just $13.99 from your nearest MOTOCROSS ACTION Products dealer. *

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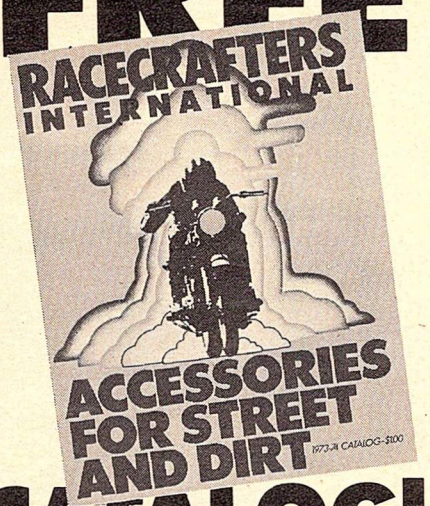

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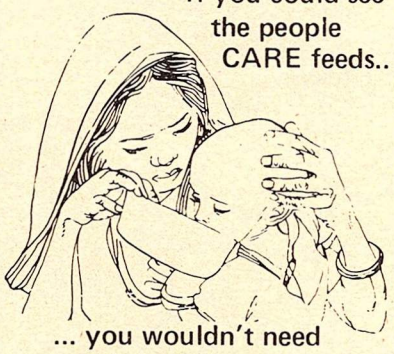
MAIL ENTRIES

Continued from page 12

just love rippin' around those corners! Is there any chance of getting into the pro scene? If necessary, I can get very mean. My big bad brother cruises the local track on a 125 YZ stocker, and I am proud to say that I can beat him! But, my mother says, "Motocross isn't for little girlies who do flip-flops in short dresses." So I can't race! Help!

Vicki Keegan
Rialto, California *

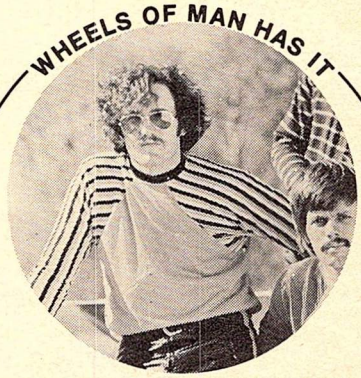
If you could see the people CARE feeds..



... you wouldn't need coaxing. Mail a check.

Care Food Crusade, New York, N.Y. 10016

WHEELS OF MAN HAS IT



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Sleevjob racing shirt. Colors: ☐ Yellow (Black, White and Yellow sleeves), ☐ Red (Red, White and Blue sleeves), ☐ Blue (Gold, White and Blue sleeves), ☐ Green (White body with Green, White and Black sleeves). C-7

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Send $13.95 (check or money order. No CODs). We pay freight. Wisconsin residents add 4%.

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JT brings to you a revolutionary foam air filter preparation that has already caused great excitement in the '74 European Gran Prix! TWIN-AIR ACTION OIL is now the only product on today's market that will waterproof foam air filters and trap dust as well — all the while allowing the Twin-Air Filter to breath. Action Oil does not settle out or yield to gravity in periods of non-use, is not affected by temperatures — high or low — and is blue in color to insure even distribution throughout your Twin-Air Filter. Impossible! Yes, but true. It is specifically manufactured for use with the fantastic Dutch Twin-Air Filter that is being proclaimed as the best around the world. And only JT has brought to America these UNSINKABLE TWINS. Dealer inquiries welcomed.

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HONDA G.P. 125-250 Elsinore (includes backing plate and mounting hardware)	$29.95	Suzuki T.M. 125 250-400	$10.95
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		Bultaco MX	$10.95
Honda 125-250 CR	$ 8.75	C.Z. MX	$10.95
Yamaha MX, YZ 100, 125, 250-360	$13.95	Kawasaki KX 250-450	$10.95
Husqvarna (all)	$10.95	Yamaha Enduro '74 100, 125, 175, 250, 360	$12.95
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HUSQVARNA 250 CR

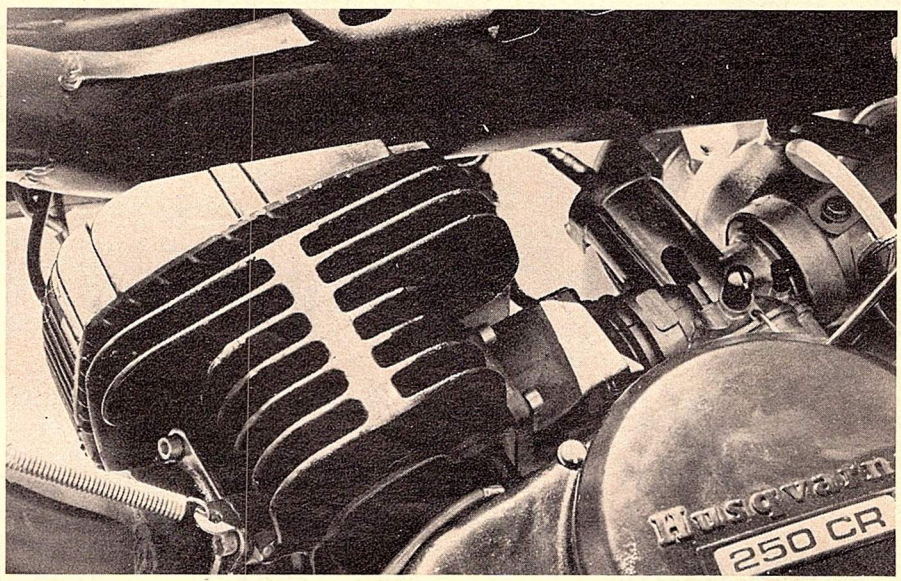
IS HUSKY TRYING TO LURE HAKAN BACK?

photos by Pete Szilagyi

Husqvarna has been so deadly serious about motocross for so long, it's a surprise they haven't come out with this bike sooner. When Rolf Tibblin teaches motocross technique, he's not talking about a sport, he's talking about his life. The Swedish mechanics revere the hardware, not so much for being goddamn good motocross bikes, but because they're Huskys. Bob Grossi rolls his Husky up to the starting gate with winning and only winning on his mind. The Husky van is often first to the track and the last to leave. Believe us, they're probably even breathing some religion into Brad

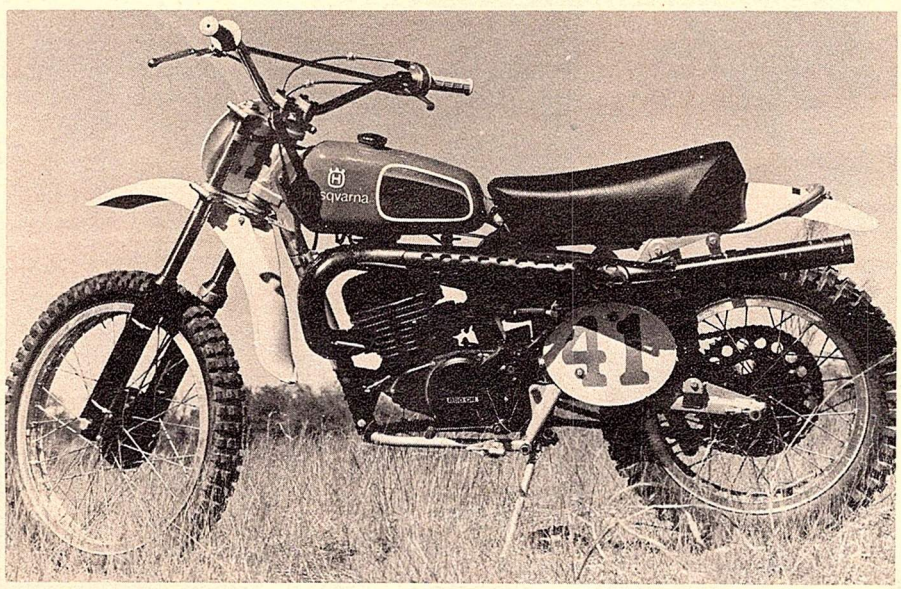
Lackey's soul.

While Husqvarna's single-minded assault on motocross racing is worthy of respect, American riders haven't exactly been stepping on each other's toes to buy Husqvarnas. Huskys have always been good bikes, don't think otherwise, it's just that Husqvarna's performance has been slightly out of the mainstream of American motocross preferences. Huskys handled good, but a little bit, uh, funny. Their power has been competitive, but not with the blinding speed that makes for good bench racing sessions, nor the blinding speed that gets to the first turn first. Mechanically, Huskys have always been sound, but with some idiosyncrasies that make you wonder how a company



Cobby cylinder looks like a one-off works item. Dare you to break those fins off.

Jack Hicks in the middle of a highside. He saved it, barely.



Gettin' with the program; a new engine and suspension changes make the Husky 250 long on power and handling.

as savvy could ignore such obvious pain-in-the-butts.

Husqvarna has been on the verge of building a bike as good as the new 250 CR for a lot of years, but it took a couple of fairly

Continued

HUSQVARNA 250 CR

SUGGESTED RETAIL PRICE: $1495

ENGINE TYPE, INDUCTION: Two-cycle, piston-port, reed valve

ACTUAL DISPLACEMENT: 245cc

BORE AND STROKE: 69.50mm x 64.50mm

COMPRESSION RATIO: 12.3:1

CARBURETOR: 36mm Bing

CLAIMED HORSEPOWER/RPM: N/A

PRIMARY DRIVE: Gear

GEARBOX/SHIFTING: Five-speed, left side shift

GEARBOX RATIOS: 1) 18.2:1 2) 13.9:1 3) 11.1:1 4) 9.4:1 5) 7.9:1

AIR FILTER: Paper

ELECTRICAL: Motoplat electronic, external flywheel type

LUBRICATION: Pre-mix

FUEL CAPACITY: 1.9 gallons

SUSPENSION: Husqvarna forks/ Girling shocks

TIRES/RIMS:
Front: 3.00x21
Trelleborg/Akront alloy
Rear: 4.00x18
Trelleborg/Akront alloy

WHEELBASE: 56 inches

OVERALL HEIGHT: 43.7 inches

GROUND CLEARANCE: 8.75 inches

WEIGHT:
Claimed: 214 pounds
Actual: 217 pounds w/one gallon gas

STARTING: Kick on left side, non-primary

COUNTRY OF MANUFACTURE: Sweden

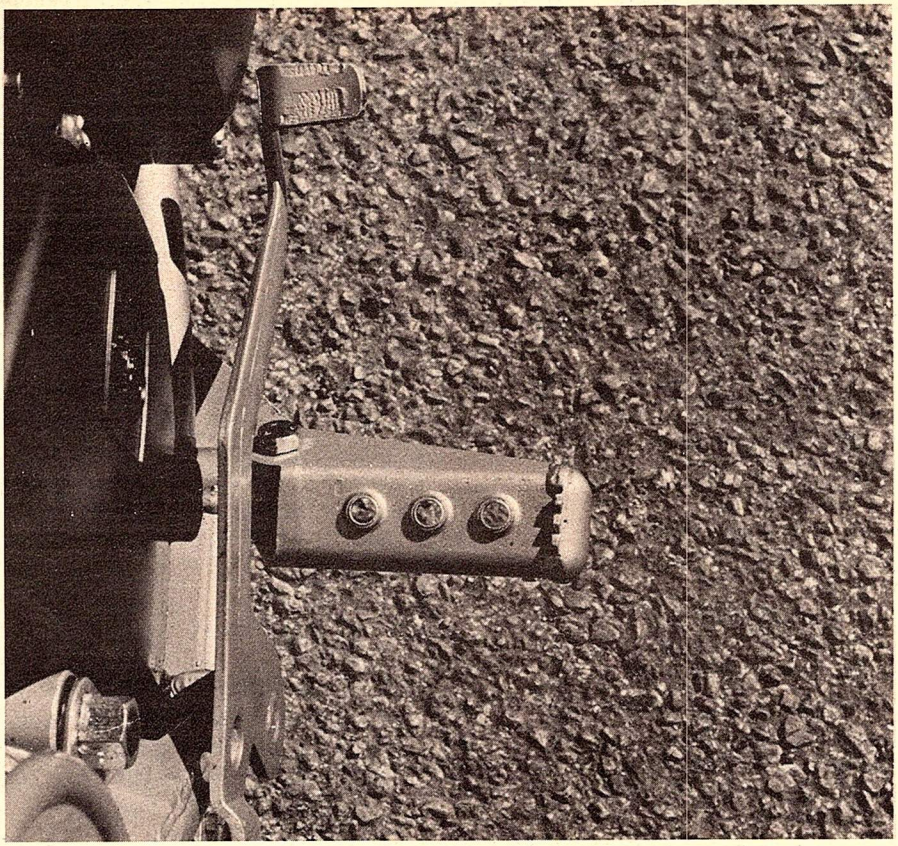
DISTRIBUTOR:
Husqvarna Motorcorp
(East) 1906 Broadway
Lorain, Ohio 44052
(West) 4935 Mercury
San Diego, California
92111

COST OF REPLACEMENT PISTON, RINGS: $35.97 inc. rings, clip, pin; $6.05 rings only

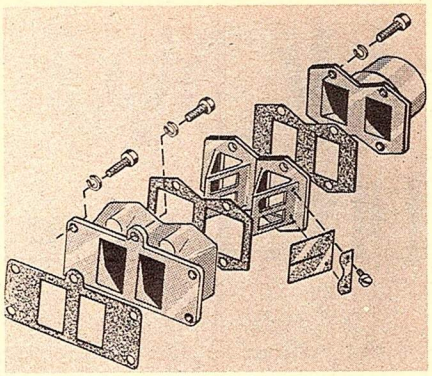
COST OF REPLACEMENT LINER AND/OR CYLINDER:
Liner – N/A;
cylinder – $146.32

COST OF REPLACEMENT REED PETALS: 28¢ each

BELL
21



Surely they can come up with something better . . .



Husqvarna's reed valve; eight fiber petals in two cages.

radical (for Husky) engineering concepts to get the job done.

Nowadays, a saleable 250 has to be as fast as the 400s were two years ago. Husqvarna has always been a "power to the ground" bike; sensible, but foreign to Americans who grew up with the horsepower image. To get the shoulder-jerking, wheelie-ing, lustful kind of power, but still retain the long grunt, Husky opted for Torque Ind . . . . oops . . . the reed valve. But somehow, Husky's PR men forgot to think up a banzai name for their reed.

They've gone Yamaha one better, though; two reed cages with a total of eight petals, as compared to the YZ's six-petal unit. Husqvarna's reeds are made of a fiber material, Yamaha's are steel. Both materials are suitable for the application. The choice is one of efficacy. Husky's reeds live in a sort of clunky-looking aluminum box, hung from a similarly clunky-looking (but very works-ish) new cylinder. Porting is not very radical, mostly classic reed setup with a window in the piston. A 36mm Bing carb feeds the fluttering masses.

An added bonus forced by the addition of the reed is a minor relocation of the air box. It's tucked in better and doesn't foul the rider's leg quite as much. The cylinder's porting and different exhaust outlet caused a redesign of the expansion chamber. Still an up-pipe on the left side, it's also tucked in closer to the tank, seat and outer frame members. Very noisy, though.

A popular misconception among works-watchers is that Husky GP bikes use 125 crankcases. Since the new 250 CR is a

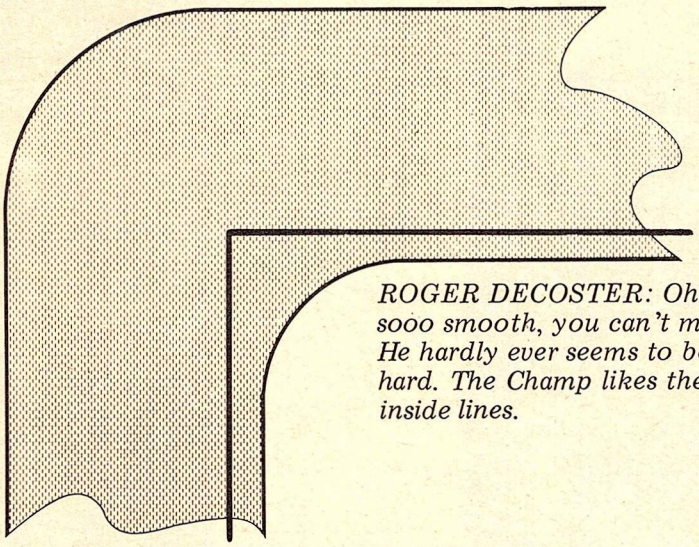
Cont'd. on page 46

HOW TO SPECTATE

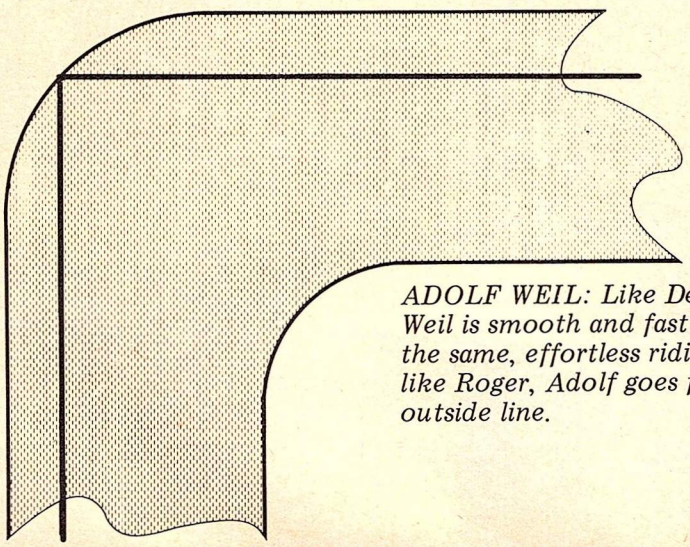
LINES: MINE IS FINE

by Eustace P. Leet, U.P.R.D.

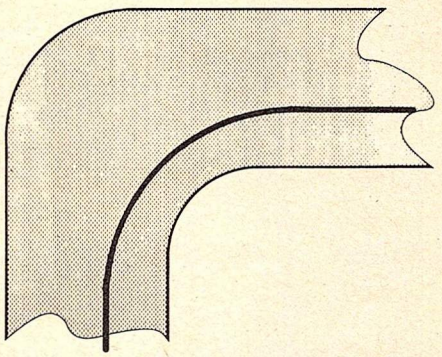
It's really weird sometimes when I read one of the "other" motorcycle magazines and pick up on a non-motocrosser's attempt at writing about motocross. One guy in particular really blew it trying to set up a story about Roger DeCoster showing up at a local track during the week. He tried to make it sound like nobody knew who The Champ was. "He's peeking through tinted goggles and his mouth guard hides his features, he's not recognizable." Give me a break! Most of our 12-year-old readers could spot Roger DeCoster in a rain barrel wearing a Richard Nixon mask and riding a Vespa. Like Mae West once said: "A man's kiss is like his signature." Well, so's his riding style. So, to help you novices (and "other" magazine writers) learn to recognize the top riders, we've drawn diagrams showing lines some of the riders would take through a given turn. Check it out.



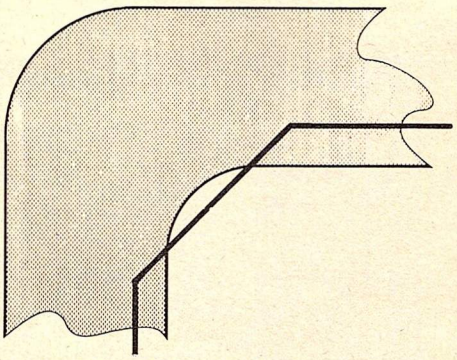
ROGER DECOSTER: Oh, Roger's sooo smooth, you can't miss him. He hardly ever seems to be working hard. The Champ likes the inside lines.



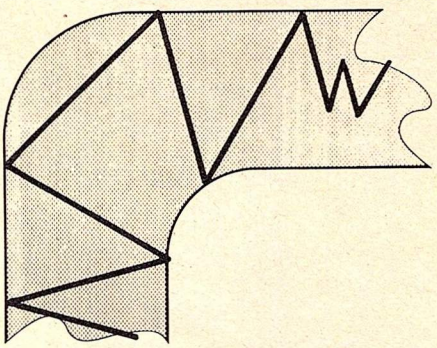
ADOLF WEIL: Like DeCoster, Weil is smooth and fast and shares the same, effortless riding style. Unlike Roger, Adolf goes for the fast, outside line.



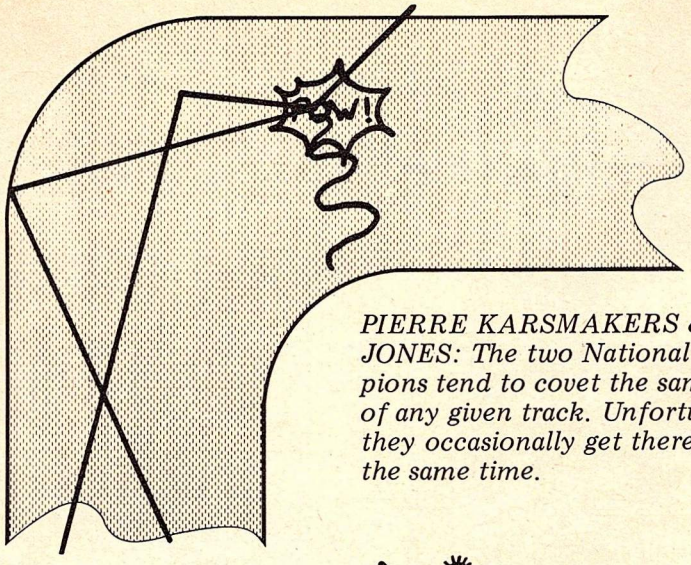
TONY DISTEFANO: The new kid has a style all his own. Tony just clamps his big, strong body on a 400 CZ and puts the gasser to the stop. Don't mistake Tony for Bryar Holcomb.



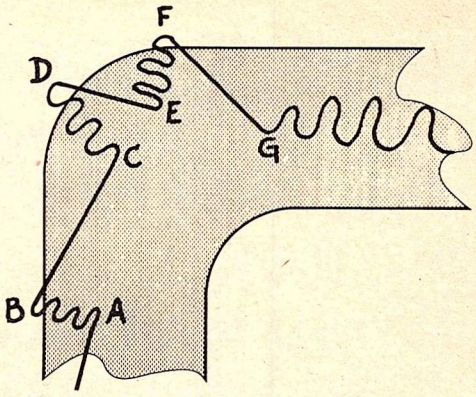
MARTY TRIPES: Marty is one of the new generation of "thinkers" and takes some pretty bizarre lines. You can bet it's the softest line and, in all likelihood, the fastest.



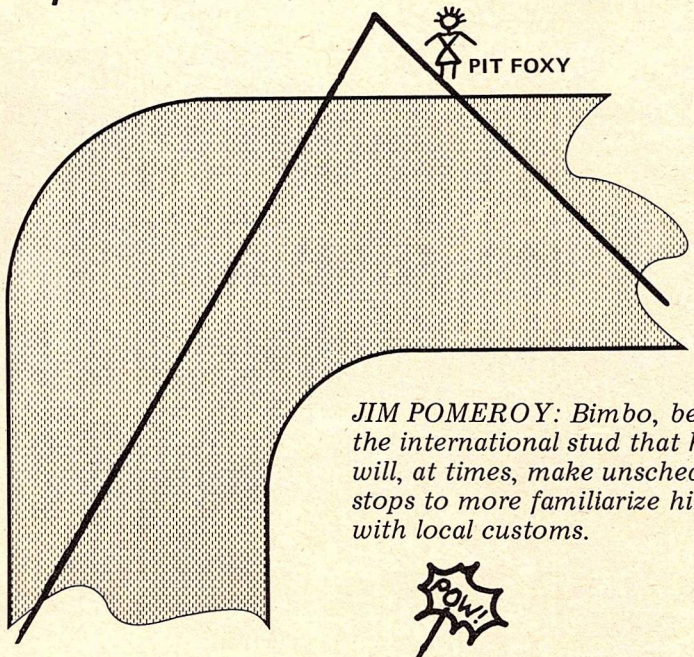
BILLY GROSSI: It's been said that if Billy got some of brother Bob's style and Bob got some of Bill's speed, the two would be unbeatable. Billy uses the whole track in a turn.



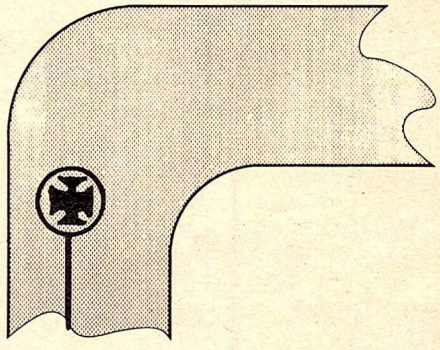
PIERRE KARSMAKERS & GARY JONES: The two National Champions tend to covet the same parts of any given track. Unfortunately, they occasionally get there at the same time.



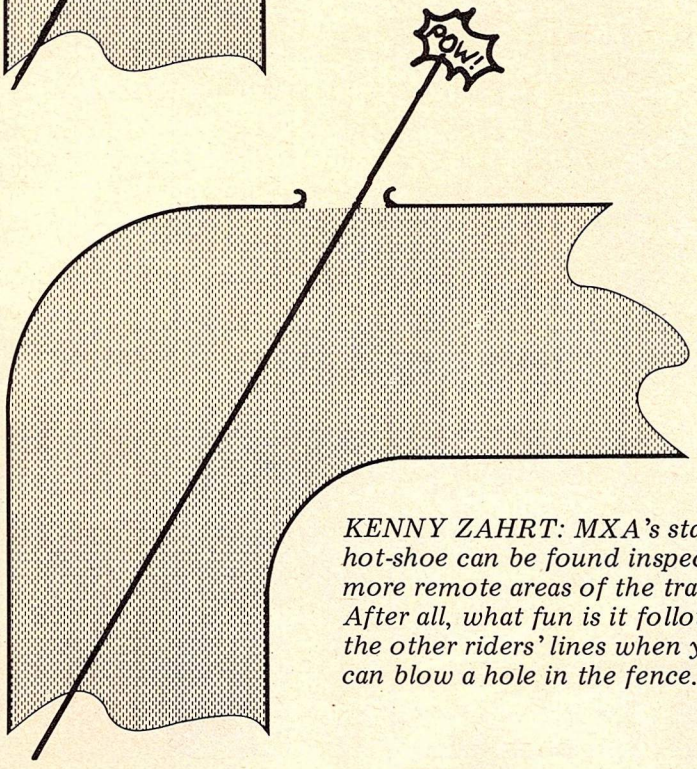
JOHN DESOTO: The "Flyin' Hawaiian" enters the turn and (A) seizes, (B) restarts, (C) breaks footpeg, (D) restarts, (E) trashes rear hub, (F) restarts, (G) scatters motor and continues on foot.



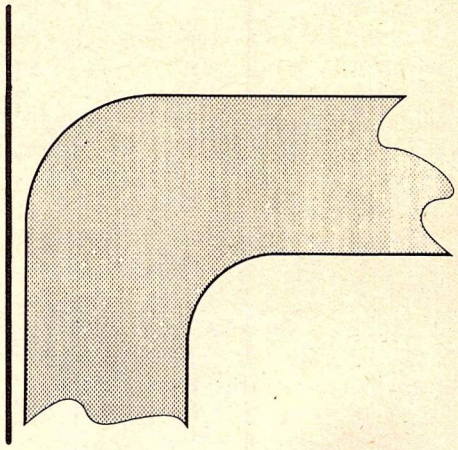
JIM POMEROY: Bimbo, being the international stud that he is, will, at times, make unscheduled stops to more familiarize himself with local customs.



MIKE KERLEY: The editor can never quite get used to a Yamaha front brake on a hard track.



KENNY ZAHRT: MXA's staff hot-shoe can be found inspecting more remote areas of the track. After all, what fun is it following the other riders' lines when you can blow a hole in the fence.



THE BAZZER: Baz has trouble with right turns.

*

COMPETITION

DAYTONA MOTOCROSS

A WORLD CHAMPION, A BLOOD FEUD, A NEW ACE FOR HONDA AND HALF OF $48,000. SO STARTS THE NEW SEASON.

OPPOSITE PAGE: Tony Wynn was admirably cool.

by Jim Russell

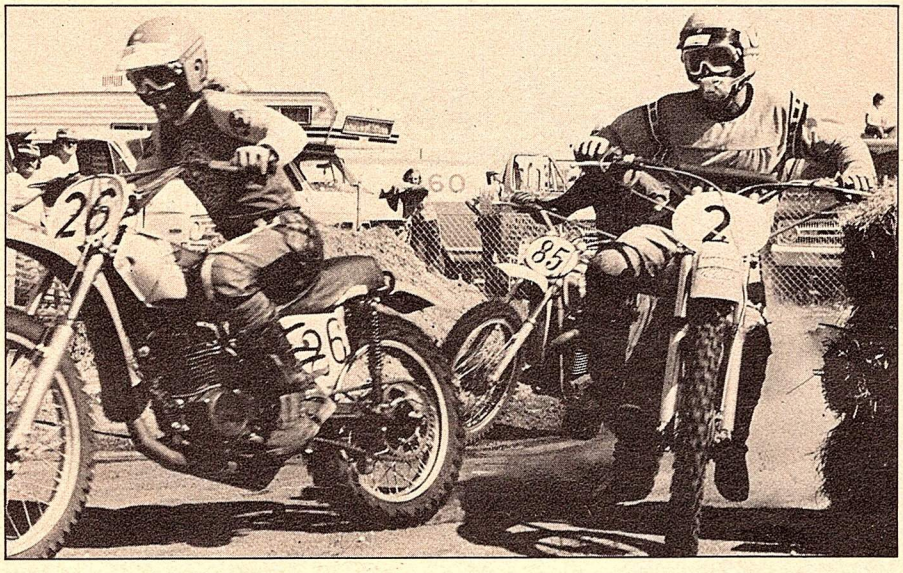
No points at Daytona, just lots of long green, but it's the official start of the racing season nevertheless. And part of the First Annual Yamaha International Invitational "Superseries" as well. Meaning $24,000 at Daytona, followed by another $24,000 at Houston the following weekend. Enough filthy lucre to draw some mighty big names, artificial tracks or no. You may inscribe "Roger DeCoster" at the head of your program.

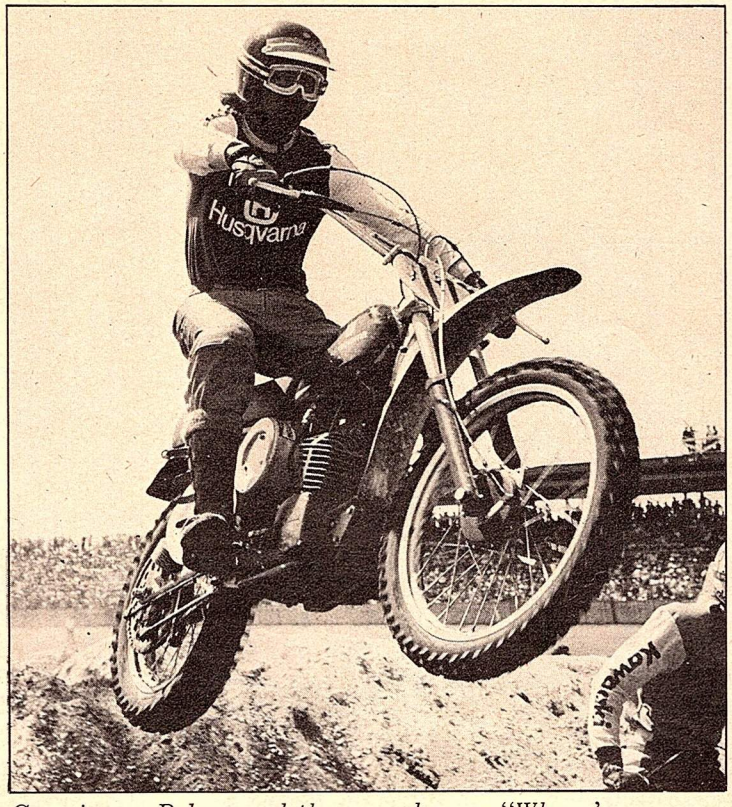
Yep, Ro-Jay was there, along with just about everyone else (from this side of the Atlantic, anyway) with a taste for big bucks and enough skill and *cojones* to get an entry. Including a couple of big names from the American motocross past that most people had pretty much counted out. Names like Gary Bailey (who finished fifth 250, disproving the old "them that can, do; them that can't, teach" theorem) and Barry Higgins (seventh 250). And new names too. Penton's Buck Murphy, who mere months ago was crashing through local Washington berms on — migod! — four-stroke Hondas, pushed his 250 to a second behind Pistol Pierre, who won just like the Yamaha script said he should. And Sexy Rexy Staten did what no shoe — new, old, hot or champion — has ever done before. He pushed an open class Honda to a second overall in a major race, regularly checking out the rear view of the Belgian Sportsman of the Year. The Man seemed impressed.

* * *

"Hey, Ro-Jay, whaddaya think about Daytona?"

"This track was not as bad as what I had expected from what people said. It is not an easy track



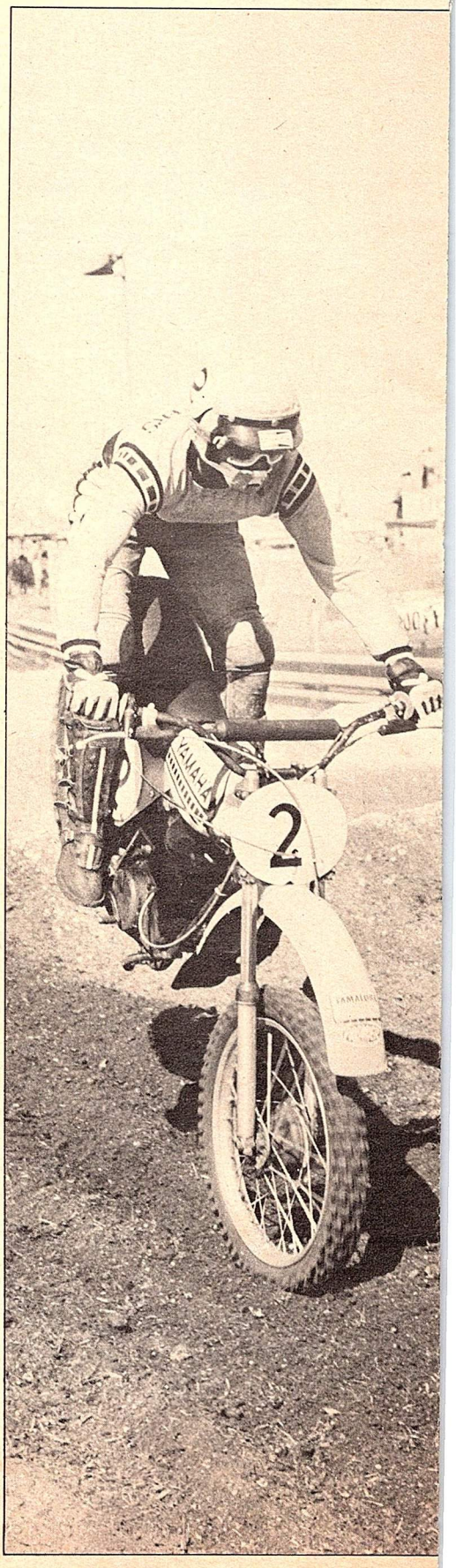


Grossi zaps Baker, and the crowd goes, "Where's the streaker?"

TRI-STATE
RACING TEAM
26

Gary Jones found he couldn't outride his rear wheel.

Pierre lost it in the whoopdies once, but remounted for the 250 overall .



This is Roger DeCoster. He won. What else is new?

to ride, because everything is not so smooth — it is rough. Tracks in Europe are more smooth. In Europe, there is more interest in Daytona as a road racing event. I'm hoping Daytona can become just as important in dirt racing, too."

"Thanx, Ro-Jay, see ya in Houston."

* * *

BLOOD FEUD DEPT.: As you may have heard, Pierre Karsmakers was not *officially* declared U.S. champion last year — something about his not being an American citizen. And the whole question was raised by Don Jones, via Gary. So there's a certain amount of, uh, *mild* bad feeling between Pierre and Gary about, among other things, who is and who ain't the best rider in the U.S.

Pierre missed most of the Florida Winter Series while Gary rode it, but he showed up in Jacksonville for the next to final leg and surprised everyone by riding the 250 class — Gary's class.

Ken Zahrt thought nasty thoughts about his pre-mix on the way to a ninth.

Pomeroy took the time to pose for a Bultaco ad.

The Perfesser, Gary Bailey, wore nylon pants on the way to a fifth.

Well, maybe "ride" isn't the right word. He didn't ride the 250 class, he destroyed it, putting on a devastating display of racing on a course considered by many one of the toughest around. Nothing but jumps and whoopdies, and Pierre had them — and the class — for lunch. And then added insult to injury by stopping at the finish after the first moto, arms folded, not breathing very hard, and waiting one minute and 30 seconds for Gary to pass the finish marker for second place. Hmmmmm.

* * *

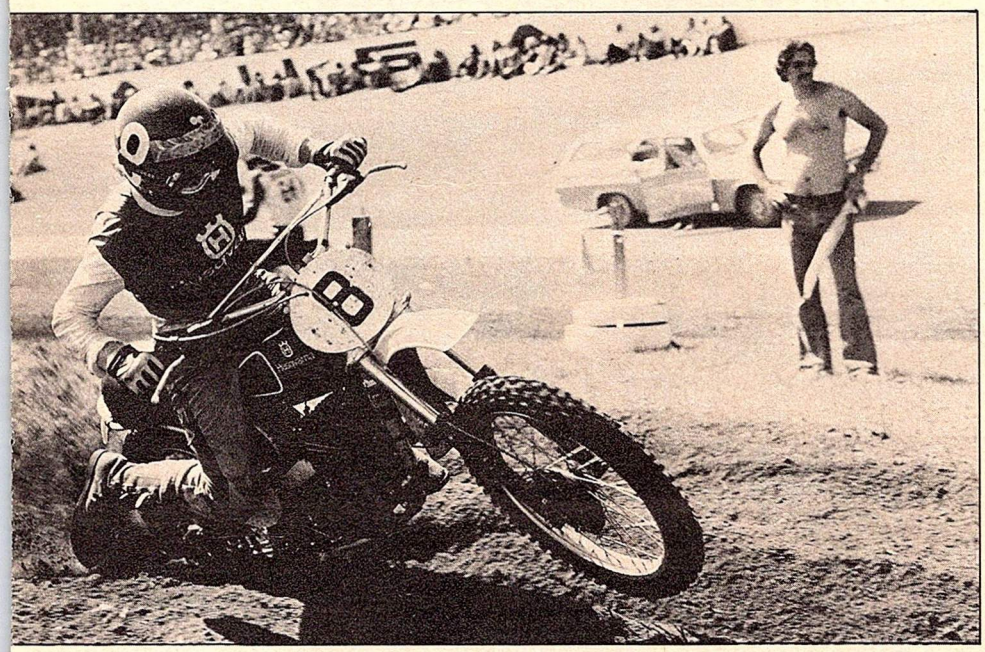
Jim Pomeroy held off Karsmakers in the first moto to take the win but DNF'ed the second when his rear wheel came unglued. Someone in the Bultaco pits had tightened his new stainless steel spokes so tight that they didn't give, they just went. Innumerable cameramen had innumerable minutes to snap away at the rapidly-becoming-famous Pomeroy Scowl.

Continued

Rex Staten's super ride *on Honda's latest big-incher turned him from "who?" to "WHEW!"*

44
YAMAHA

SEMICS



OPPOSITE PAGE

top: Pomeroy grabs the lead,
bottom: Gary Semics plows a furrow under a Florida sun.

The "Husky rider forever" looks awful good on his new Maico. Say hello to Mark Blackwell.

Gary Semics was third, and this is why. Meanwhile an ever-vigilant flagman trys to interest a streaker in his svelte naval.

RESULTS

250 Class

1) Pierre Karsmakers, Buena Park, Cal. (2,1,1) ..... YAM
2) Buck Murphy, Longbranch, Wash. (8,3,3) ..... PEN
3) Rich Thorwaldson, Cerritos, Cal. (3,7,4) ..... SUZ
4) Tony Wynn, Sherwood, Ark. (4,6,8) ..... HON
5) Gary Bailey, Torrance, Cal. (5,10,6) ..... BUL
6) Peter Lamppu, Sherman Oaks, Cal. (10,4,7) ..... MON
7) Ron Pomeroy, Yakima, Wash. (14,2,14) ..... BUL
8) John Borders, Montgomery, Ala. (16,8,10) ..... BUL
9) Gary Jones, Hacienda Heights, Cal. (30,5,2) ..... C-A
10) Ron Huffman, St. Petersburg, Fla. (13,14,11) ..... PEN

OPEN CLASS

1) Roger DeCoster, Belgium (2,1,3) ..... SUZ
2) Rex Staten, Fontana, Cal. (1,2,6) ..... HON
3) Gary Semics, Lisbon, Ohio (3,8,1) ..... HUS
4) Steve Stackable, Austin, Texas (6,5,4) ..... MAI
5) Tim Hart, Torrance, Cal. (5,4,8) ..... YAM
6) Terry Clark, Lakewood, Cal. (7,12,7) ..... HUS
7) Barry Higgins, Chamblee, Ga. (8,10,11) ..... MAI
8) Tony DiStefano, Norrisville, Pa. (30,3,2) ..... CZ
9) Ken Zahrt, Woodland Hills, Cal. (23,11,5) ..... BUL
10) Bob Harris, Windsor, N.Y. (14,13,15) ..... MAI

Gary Jone's busted rear wheel in the first moto made the rest of the day's duel with Pierre sort of anticlimactic. But even with his 30th place finish the first round, he finished ninth overall. Pierre, with no mechanical problems, was first. If this thing keeps up, it's going to be an interesting year.

* * *

Tony DiStefano lost his chain in the first Open moto, finishing 30th. But his third and second in the last motos finished him eighth overall. CZ continues to luck out with its non-sponsorship of the "berserk duck."

* * *

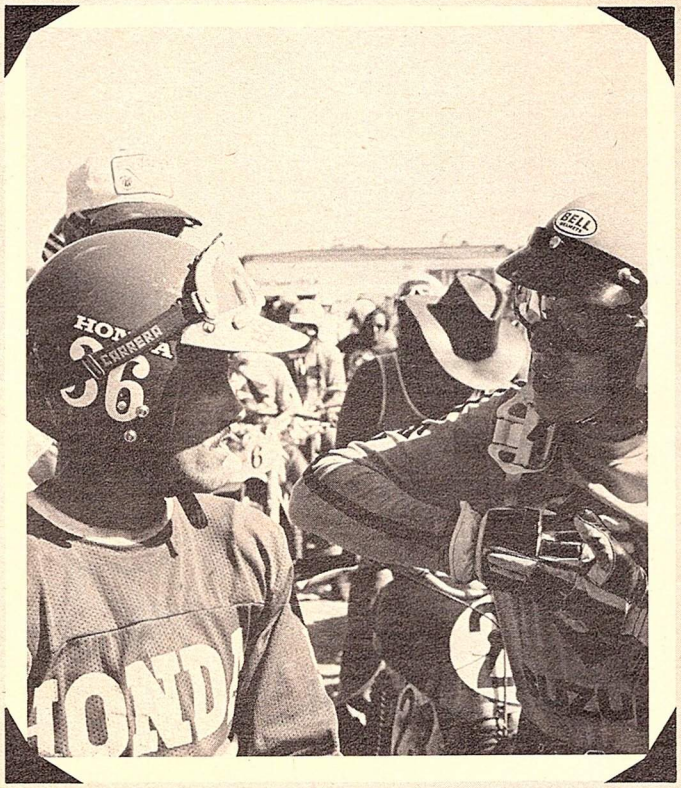
MXA's Kenny Zahrt seized twice, traded elbows with the Champ and finished ninth Open. He says he'll never use *that* oil again. Sigh.

* * *

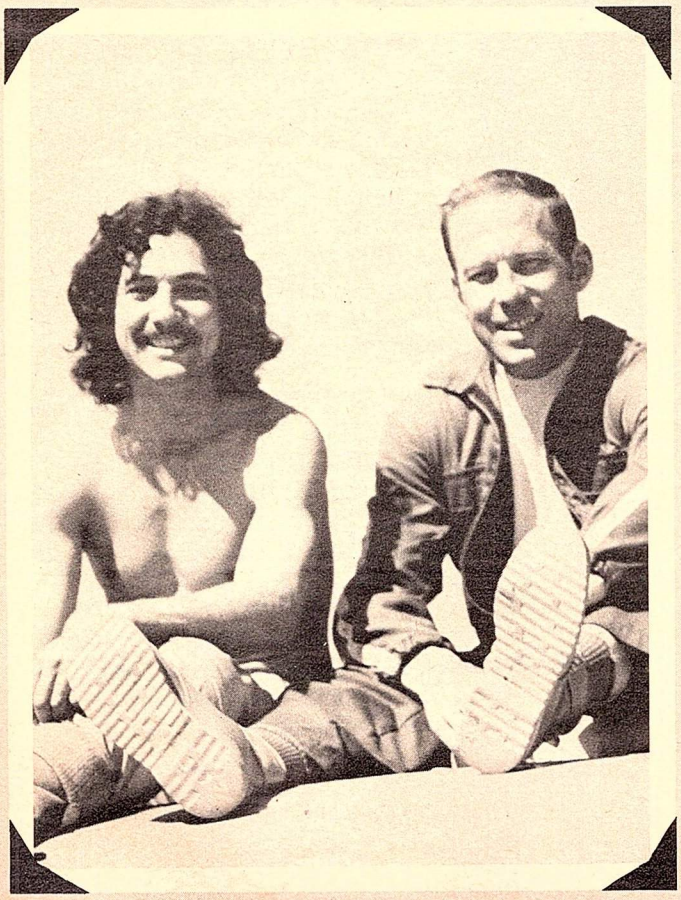
According to the folks in the know, 24,000 people paid their money at the "Daytona Speed Week Road Races" to see motocross. Heh, heh, just you wait. *

A DAYTONA GALLERY

photos by Jim Russell

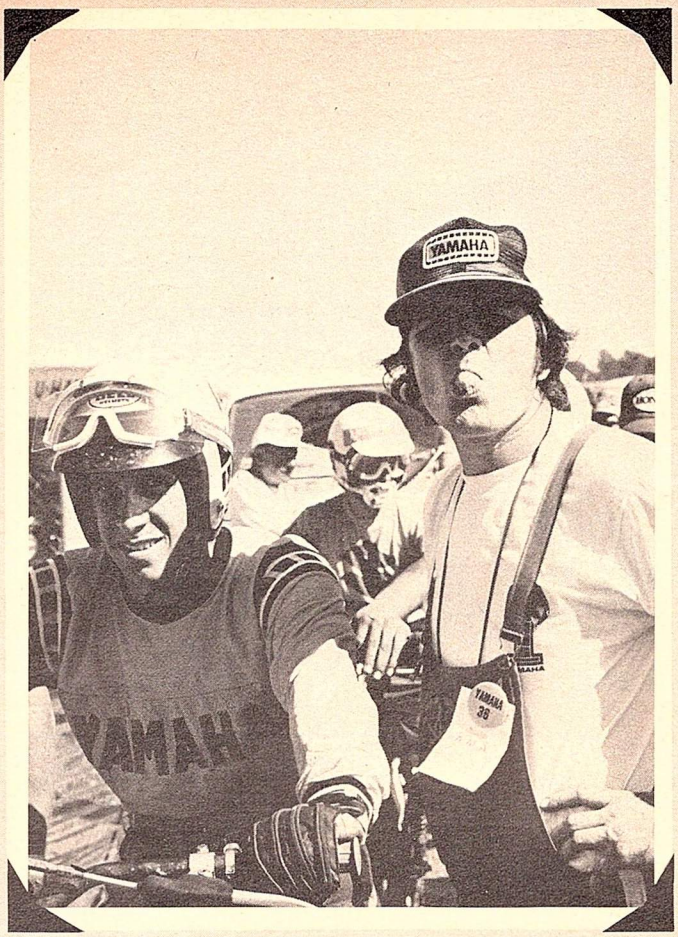


DeCoster's mechanic gives Sexy Rexy the once-over. . . . . then Roger lays down the psyche.

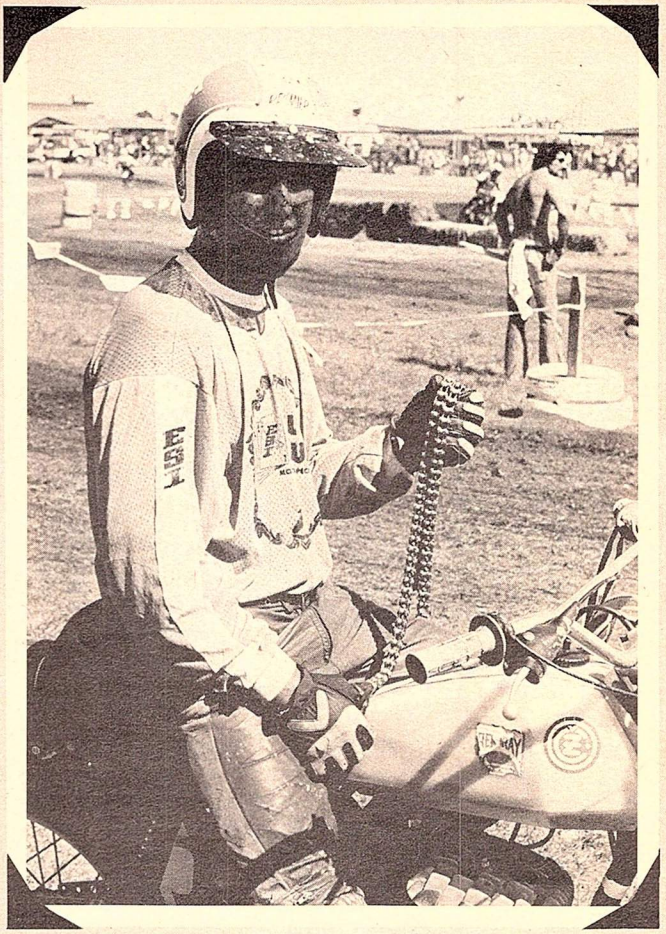


Rolf and Bob, together again.

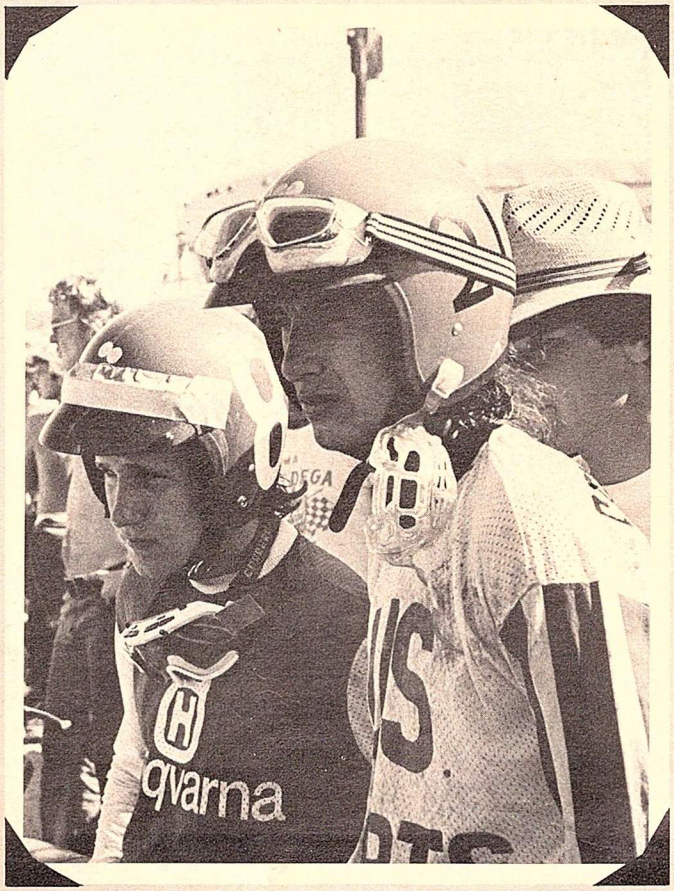
Pete and Judy together as usual.



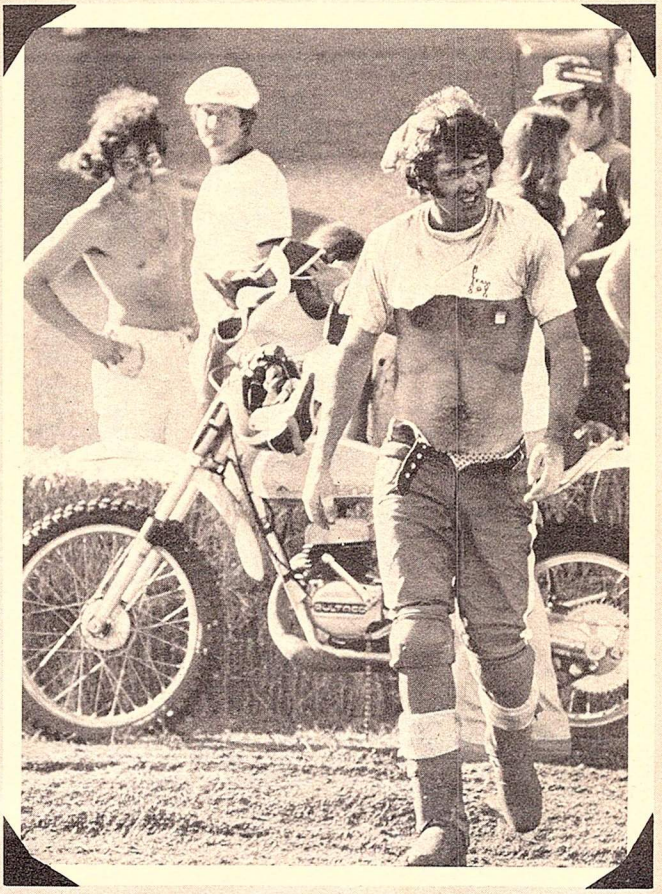
Welcome to friendly Daytona Beach.



Tony DiStefano pauses to reflect on chains.



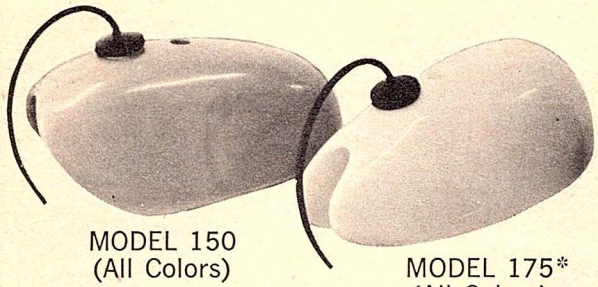
Semics and Stackable eye something awful.



Pomeroy was not amused.

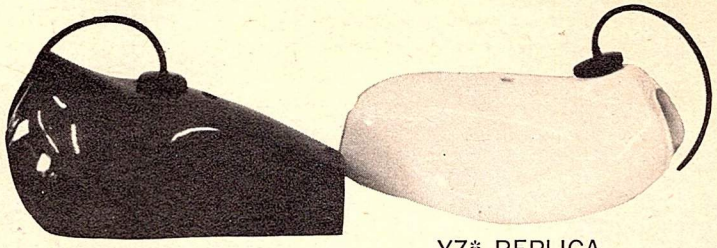
*

GENUINE PMC UNBREAKABLE PLASTIC GAS TANKS!



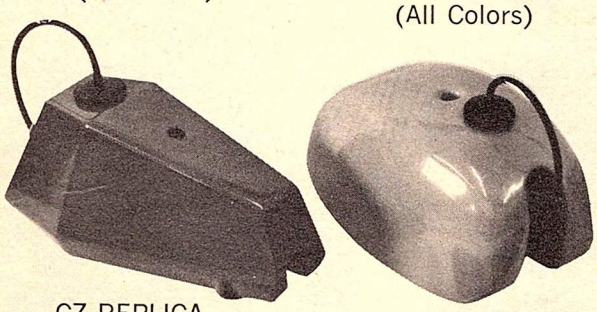
MODEL 150
(All Colors)

MODEL 175*
(All Colors)



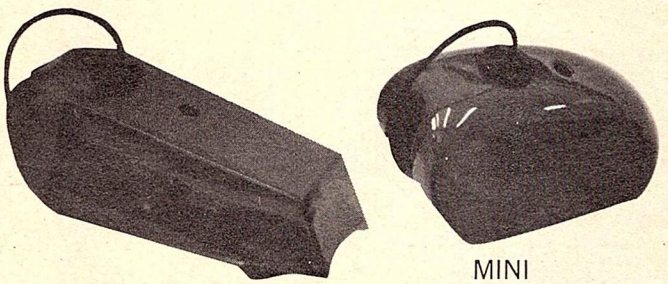
BULTACO REPLICA
(Colors-R, B, S)

YZ* REPLICA
(Colors-Y, S, W)



CZ REPLICA
(Colors-R, W, B, Y, S)

MODEL 320*
(Colors-R, W, B, Y, S)



MAICO REPLICA
(Colors-R, Y, O)

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MODEL 100
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Red, White, Yellow, Black or Green
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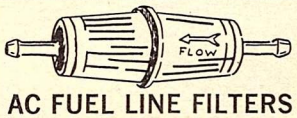
.25 each
Letters A - X **.30 each**



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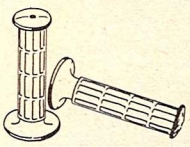

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Yellow or Blue
Used by most factory teams
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Rear Fender	4.95
Muder Front	5.95
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Big Muder Rear	6.95
Hi-Mount Front Fender Bracket	4.95

Add .75 per Fender (for postage)

Wyman Priddy (18) got some good points in all four 500 motos to score a top ten overall. Here he's waking up Mike Runyard.

On a surprisingly stock Maico 400 with a standard swingarm, even, Barry Higgins mixed it up with the leaders both nights. Gawd, Barry's getting to be a real regular.

THE ASTRODOME ...KNOWN AS THE NIGHT TRIPPER

BY PAUL BOUDREAU

$24,000 BRINGS ROGER DeCOSTER AND THE DARLINGS OF AMERICAN MOTOCROSS INDOORS; DiSTEFANO GOES NUTS

There's something about nighttime stadium motocross that can really turn the bizarre switches in your head. It's neat, it really is. It's not the rambling fresh air sunshine race that we (or you) purists have grown to love, but rather a spectacle, a dream-like glass ball in which all the color, odor, electricity and raw competition of motocross is encapsulated. When the gate drops and the explosion from a line load of GP bikes starts reverbing the night air, you get involved. And at the Astrodome, where that line load is made up of guys like Pomeroy, Karsmakers, Jones and Roger DeCoster, you

PHOTOGRAPHY BY JIM RUSSELL

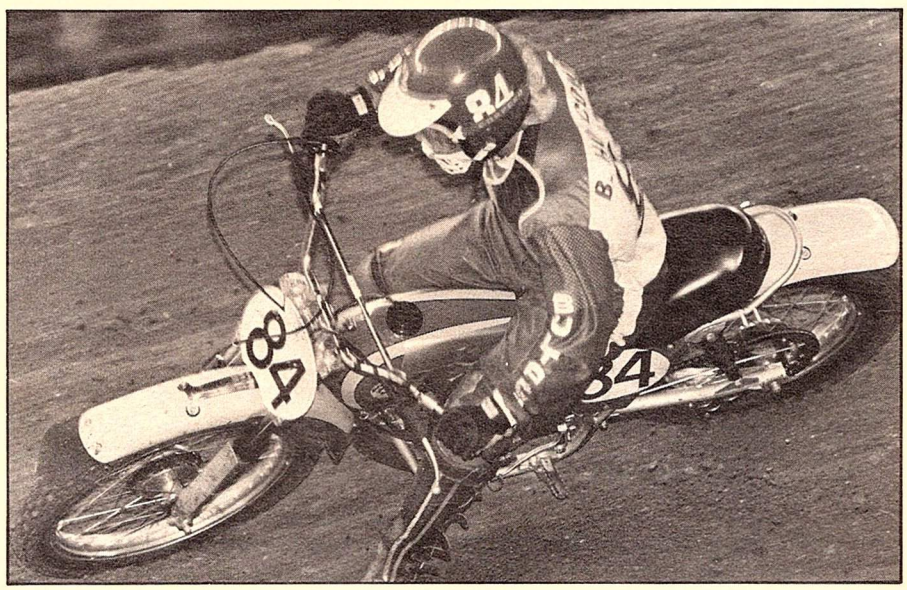
Roger DeCoster is so fine. He's smiling a lot more, now. Why not? He just knows *he's going to be World Champion again.*

Gary Semics really got his teeth into the Astrodome. He lights up on a tight track and his 360 Husky ran clean as a spoon all weekend. Didn't win any motos, but got all the points.

really get involved, because there's no place else in the world you're going to see competition like that on every turn, every jump and every straight all right before your eyes. It's the terrarium of motocross.

The hottest race of the weekend was the second 500 moto on Friday night when CZ-mounted Tony DiStefano took on Bryar Holcomb and his factory 360

The prototype Can-Am 250 isn't too far away from the production lines, so we hear. It's got much of the Jones family innovation built into it. National Champion Gary Jones lets it fly.

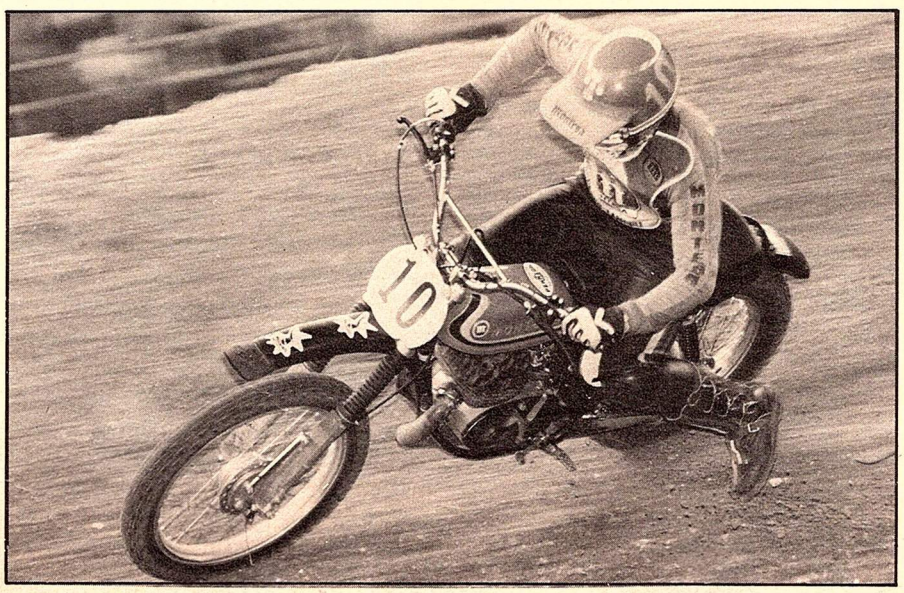


Bryar Holcomb, the Koala Bear, had a good weekend, sort of. Two moto wins jazzed him, but eats in the other two motos kept his overall down. That's a stock 360 Bultaco, by the by.

Tim Hart, once again sporting a Bell Star, prepares to beam in his 370 Yamaha. Hart is an old hand at night racing and didn't sweat the Astro-cross, although he did blow the series win by letting Semics by in the last moto.

The Champion wasn't overly thrilled about indoor motocross. He got hung up behind Killeen town hero Gary Parker in the first moto, decided he was no match for the Texas boy and split. Those trick gloves are by Jofa and the shocks look like upside -down Bilsteins.

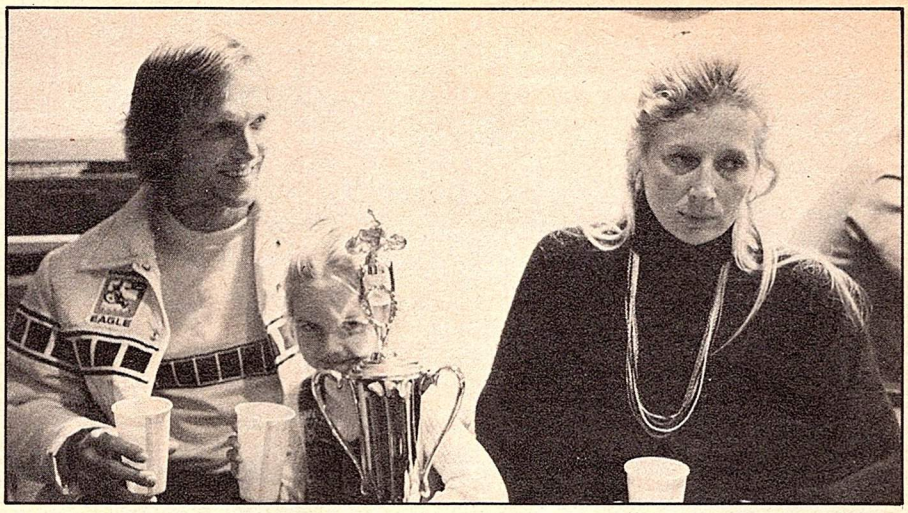
DeCoster impatiently waits for some track space. A bunch of unknown riders were doing really good. This guy wasn't listed on the program, but he sure knew how to work a Maico.



With all his contingency stickers showing, Peter Lamppu bobsleds the rocket VR through a big lefty. Looks like duckbills are back this year.

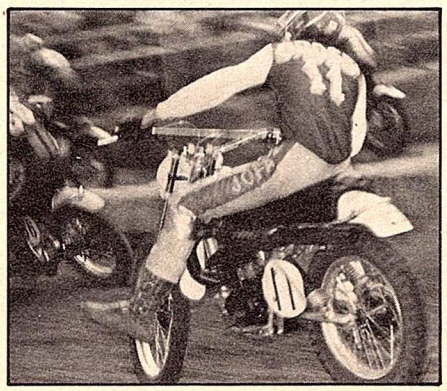
Bultaco in a race-long dice that left the pack far behind and ended with Holcomb taking the checker a wheel-length ahead of the big guy from Bristol just as Tony was hooking up for the pass. What a race. Tony and Bryar have similar riding styles: Both clamp themselves on a machine like bears on a log, effectively harnessing the awesome output of their open class machines. When you put

OPPOSITE PAGE
Gary Jones diced the night away with Pomeroy and Pierre, but a DNF finished him fifth overall.

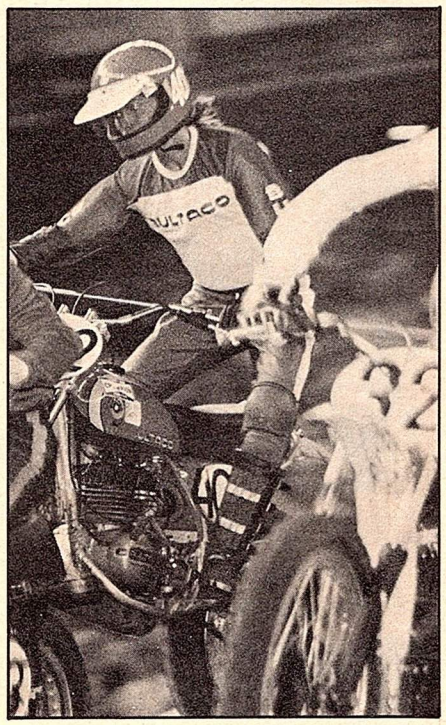


Karsmakers and family: My, don't they look fine. Pierre got a bunch of seconds and a fifth. The fifth hurt and he lost the weekend to Jim Pomeroy. Like a good company rep, though, he won the company series, but the little girl ripped his trophy.

Tony Wynn dazzled the crowd with his flashy outfit and a big lead in the first 250 moto — 'til his stock Honda gearbox came apart like a can of tuna.



Bob Grossi is back and looking mighty fine on his radical 250 Husky. A bit out of shape, here, but still getting traction. That taped knee isn't quite right yet, and it kept him out of the money.



MXA staffer Ken Zahrt looks for someplace to put his Bultaco. Eighth in one of the motos was all he could come up with, a bit of a downer after his dice with DeCoster at Daytona.

FINAL STANDINGS – YAMAHA SUPERSERIES MOTOCROSS INVITATIONAL

250 Overall

1. Pierre Karsmakers, Mission Viejo, CA
2. Rich Thorwaldson, Cerritos, CA
3. Buck Murphy, Longview, WA
4. Gary Bailey, Torrance, CA
5. Tony Wynn, Sherwood, AR
6. Ron Pomeroy, Yakima, WA
7. Gary Jones, Hacienda Heights, CA
8. Peter Lamppu, Sherman Oaks, CA
9. Jim Pomeroy, Yakima, WA
10. Ron Huffman, St. Petersburg, FL

250cc

1. Jim Pomeroy ..... Bultaco
2. Pierre Karsmakers ..... Yamaha
3. Rich Thorwaldson ..... Suzuki
4. Keith Duffy ..... Bultaco
5. Gary Jones ..... Can-Am
6. Kent Howerton ..... Husky
7. Buck Murphy ..... Penton
8. Ron Pomeroy ..... Bultaco
9. Gary Bailey ..... Bultaco
10. Tony Wynn ..... Honda

500 Overall

1. Gary Semics, Lisbon, OH
2. Tim Hart, Torrance, CA
3. Tony DiStefano, Bristol, PA
4. Barry Higgins, Chamblee, GA
5. Steve Stackable, Austin, TX
6. Wyman Priddy, Ft. Worth, TX
7. Jody Foust, Austin, TX
8. Joe Bruer, Daleville, AL
9. Doug Wilson, Rochester, MN
10. Mike Runyard, Whittier, CA

500cc

1. Tim Hart ..... Yamaha
2. Tony DiStefano ..... CZ
3. Gary Semics ..... Husky
4. Mike Runyard ..... Suzuki
5. Barry Higgins ..... Maico
6. Mike Hartwig ..... Yamaha
7. Wyman Priddy ..... Kawasaki
8. Bryar Holcomb ..... Bultaco
9. Steve Stackable ..... Maico
10. Steve Hackney ..... Maico

---

them together on a tight course it's like watching two bighorn sheep during the rutting season: power, grace and a lotta big hits.

We turned Jim Russell loose at the Astrodome to play with his new strobe light and burn up a few rolls of film. The results were impressive enough for me to stop pounding this typewriter and let you see what Jim had to say with his Nikon. *

can-am

TEST UPDATE
SHAPING-UP THE CZ 250

SMOOTHER FORK ACTION AND A POWER BOOST TURN THE WORM FOR THE RADICAL RED-FRAME

BY PAUL BOUDREAU

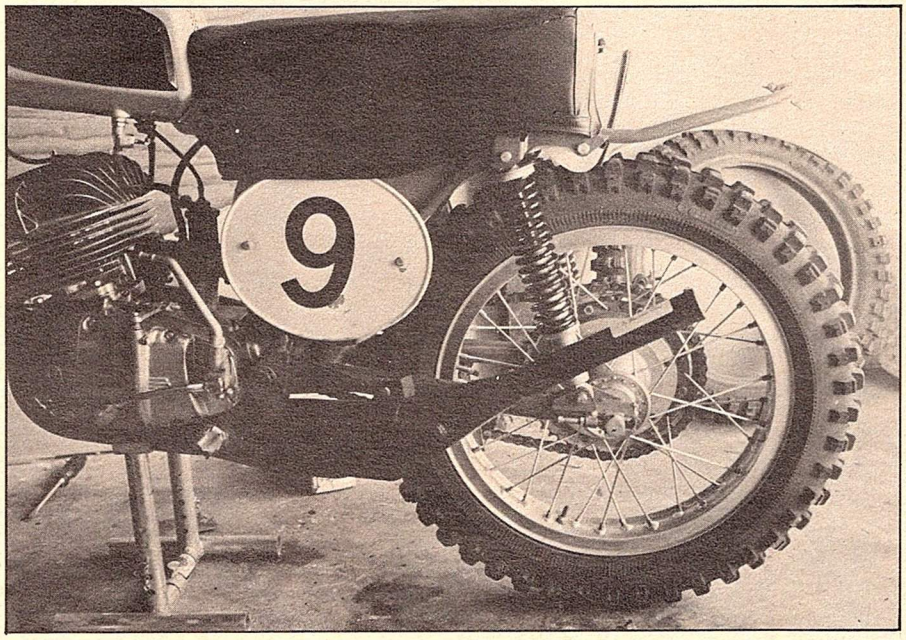
In the short span of a four-week test period, we are not always able to thoroughly evaluate a bike's characteristics. So, when we can and when the situation warrants, we're going to do these test updates to tell you what we've been doing with the machine since the formal test. Pretty neat, eh?

Remember last month in the CZ 250 test we mentioned that the forks felt a little harsh? Well, in subsequent testing the problem wasn't getting any better, so we decided to tear into it and see what was the matter. After all, these are CZ forks and they carry a reputation of being the best damping units in the business, so if the new seven-inch GP variety weren't working, there had to be something wrong. Right?

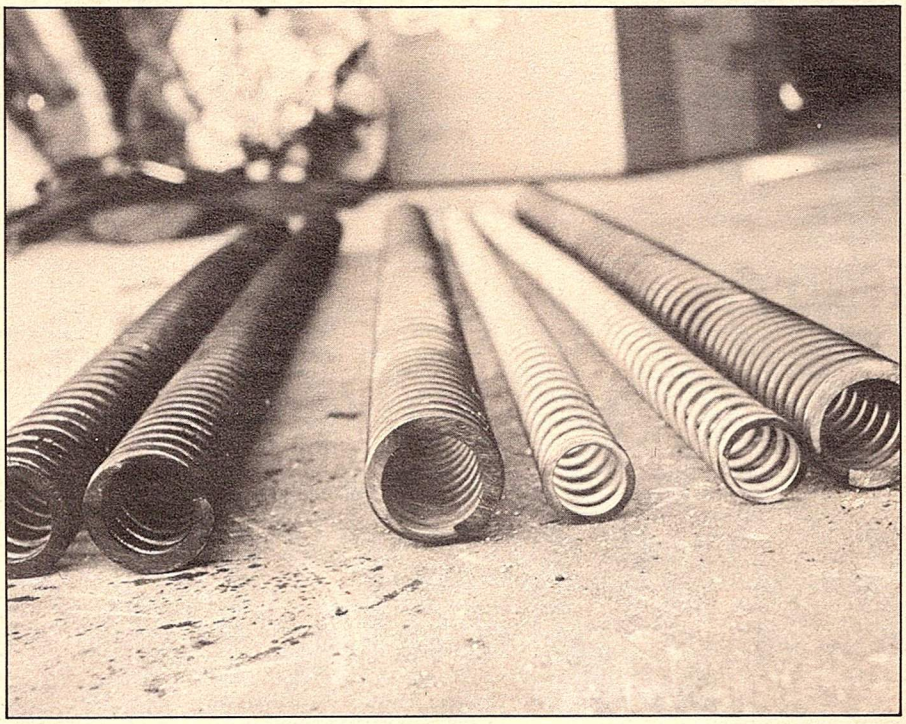
First off, we figured the fork springs were sacked. We came to this conclusion when Baz went to unload the bike and the forks didn't even budge when he popped the tie-downs. No action at all. Around here, the hot setup for CZ is the GP fork springs, the ones with an inny and an outy coil. Sooo, we called up Triumph-Suzuki of Pomona and asked them to send out a pair of the units that were on the "Tricks from the Trade" page of our May issue. They suggested we also might want to try one of their trick Cleansweep pipes to suck a few more ponies out of the 250. Good idea, since we pointed out in the test that the CZ could use a better pipe. The plot thickened.

We got the pipe and the springs a few days later, and Baz wasted no time getting out to the official MOTOCROSS ACTION garage where the CZ was waiting to be dealt with. His report:

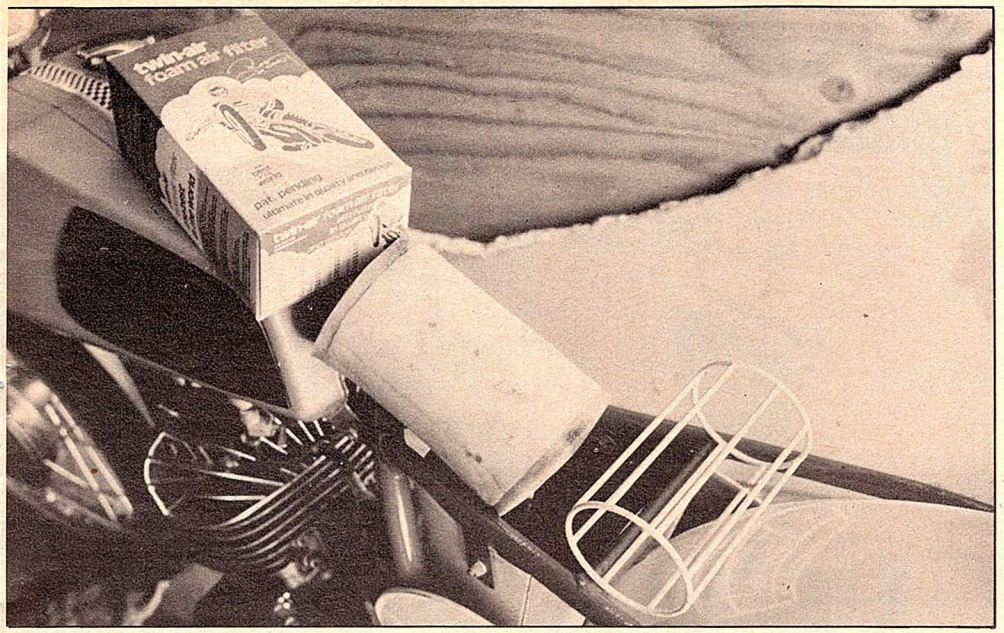
The first thing I did was take out the stock fork springs. I fig-



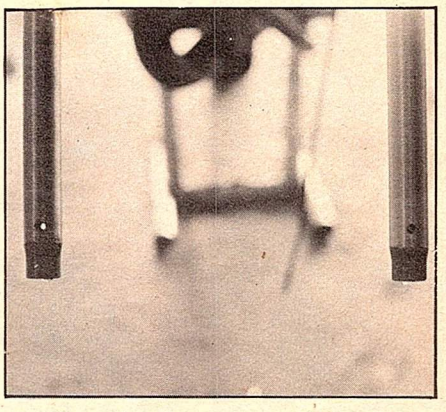
Cleansweep pipe dresses up the red-frame CZ.



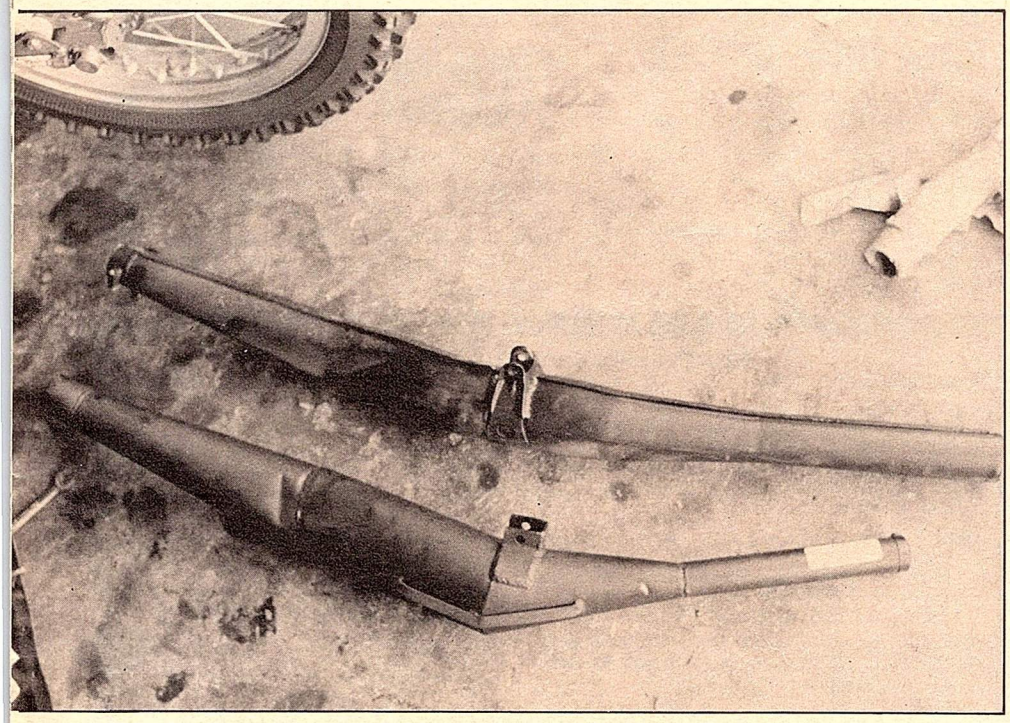
GP fork springs (right) sport male and female coils while the stocker (left) chooses to be homo.



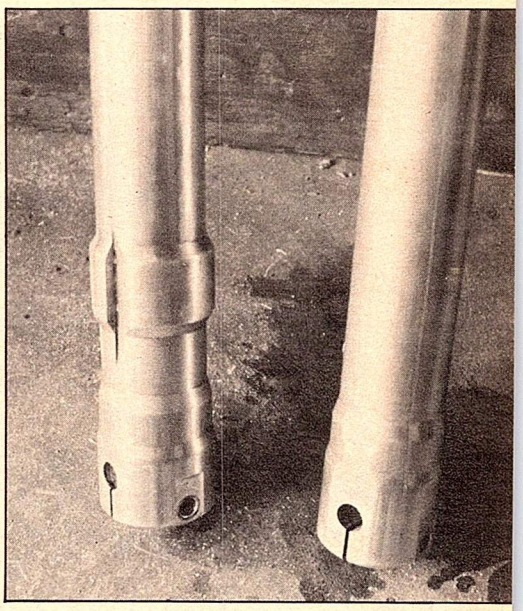
We installed a Twin-Air, just like Roger DeCoster.



Drilling the damping rods is a piece of cake: Just run the existing hole all the way through like the one on the left.



Stock pipe on top and Cleansweep on bottom. Long and thin doesn't win, short and fat is where it's at. Strip of angle iron helps prevent dings when you eat it.



Machined boss on left fork leg could've caused binding.

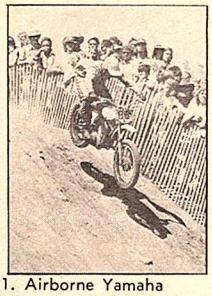
ured since I was going to put in new ones, this would be a good way to start. Laying the stock springs next to the GP springs quickly shuts down the belief that the new seven-inch forks have longer springs than the old forks. They don't. The GP springs we got from Triumph-Suzuki of Pomona were designed for the old style forks and were the same length as the stock springs from the new forks. Design-wise, the new springs *should* be longer to get some amount of pre-load when the caps are screwed in, but they're not, so there isn't. It sure makes screwing in the caps easier, though. But if you want some pre-load, you can toss in a set of Yamaha booster springs. I didn't because the guys at T-S of P said the GP springs worked fine in the new style forks.

While I had the springs out I ran the sliders up and down the fork legs to make sure nothing was binding and quickly found out why we were getting "harsh" fork

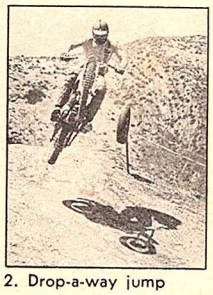
Continued on page 57

plus products

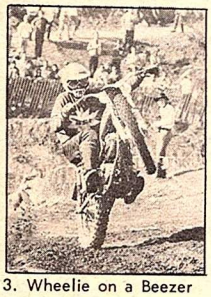
BLACK & WHITE POSTERS



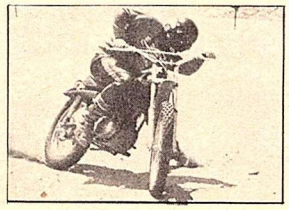
1. Airborne Yamaha



2. Drop-a-way jump



3. Wheelie on a Beezer



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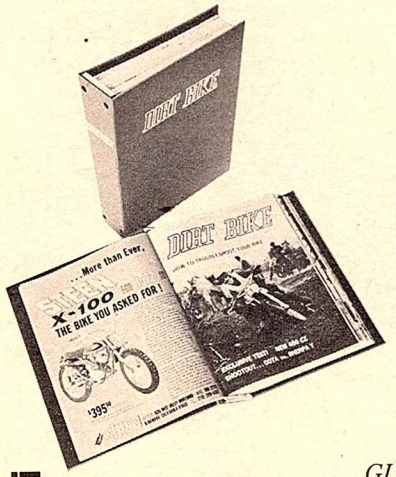

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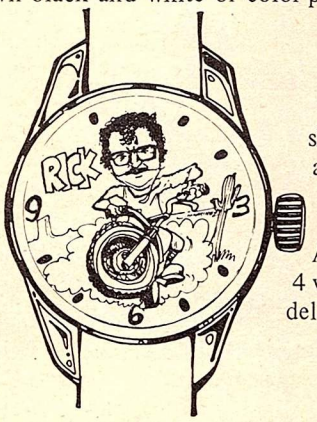

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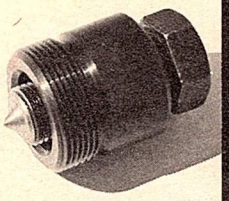

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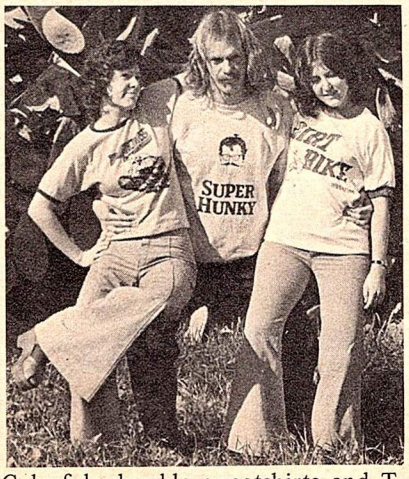

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INCLUDE YOUR PHOTO returned Name on Watch_____

Hair Color_____ Eye_____ Complexion_____

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DIRT BIKE SWEATSHIRTS
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Sizes: ☐ S ☐ M ☐ L ☐ XL

MOTOCROSS ACTION T-SHIRTS
Colors: Gold w. blue trim **Sizes:** ☐ S ☐ M ☐ L ☐ XL

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PRODUCT EVALUATION

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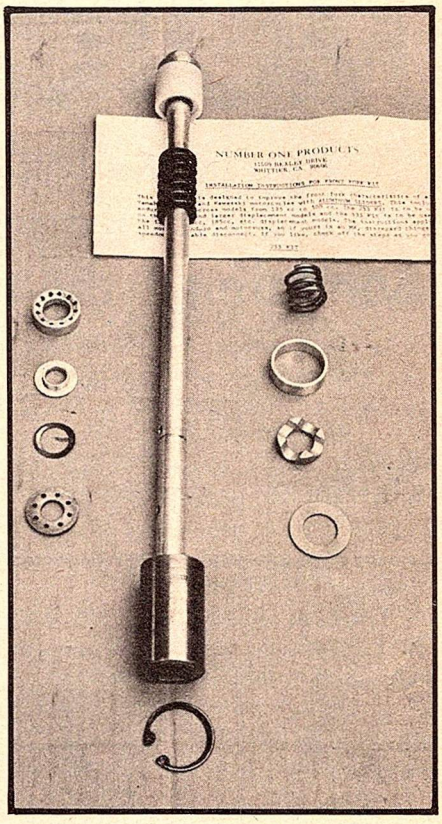
Subject of open fork surgery waits with baited sliders.

Number One Products kit. What you see is what you get.



Stuff on left comes out, stuff on right goes in. Instructions make you the Michael DeBakey of YZ forks.

In last month's article on Skyways' downpipe for the YZ, we also indulged in a bit of stage tuning for the whiny little critter. All sorts of trick aberrations, like YZ 250 manifolds, bigger carbs, etc. Part of the "etc." included a fork kit, which is what this is all about.

Fork kits for Yamahas have been around ever since Yamaha forks have been around, which proves something. This particular fork kit, however, is not simply for Yamahas. It is for Yamaha, Suzuki and Kawasaki motorcycles with aluminum sliders, including both motocross and enduro(?) models from 125 to 500cc. Of course, there are different kits for different size bikes.

The kit is manufactured by Number One Products of Whittier, California, and it works pretty good. We had one on our test 125 YZ last month, and we're installing one on a 250 Suzuki which we're currently thrashing. The results on the Suzuki will be mentioned in the test of that bike; the results on the YZ are apparent in the simple fact that we survived the extra punch the Skyways pipe gave the little pooper with no ill effects.

Maybe the best thing about the Number One kit is that installation is relatively simple, calling for no drilling or other oddities. You simply disassemble the forks, and reassemble them with the Number One kit in place. Complete instructions for both motocross and enduro bikes are included with the kit. These instructions include a complete fork diagram to ensure correct reassembly.

The Number One Products kits are available in kit No. 233 for 250cc and larger displacement models, and kit No. 133 for models 125cc, 175cc, 185cc, etc. Price is $9.95 per kit, including full instructions. Just write to Number One Products, 11509 Bexley Drive, Whittier, California 90606. Your wrists, your arms and possibly your head will be glad you did.

by H. Dan Gerfield *

PUMPKIN CENTER MX

QUEBEC MOTOCROSS

By Mike Kerley

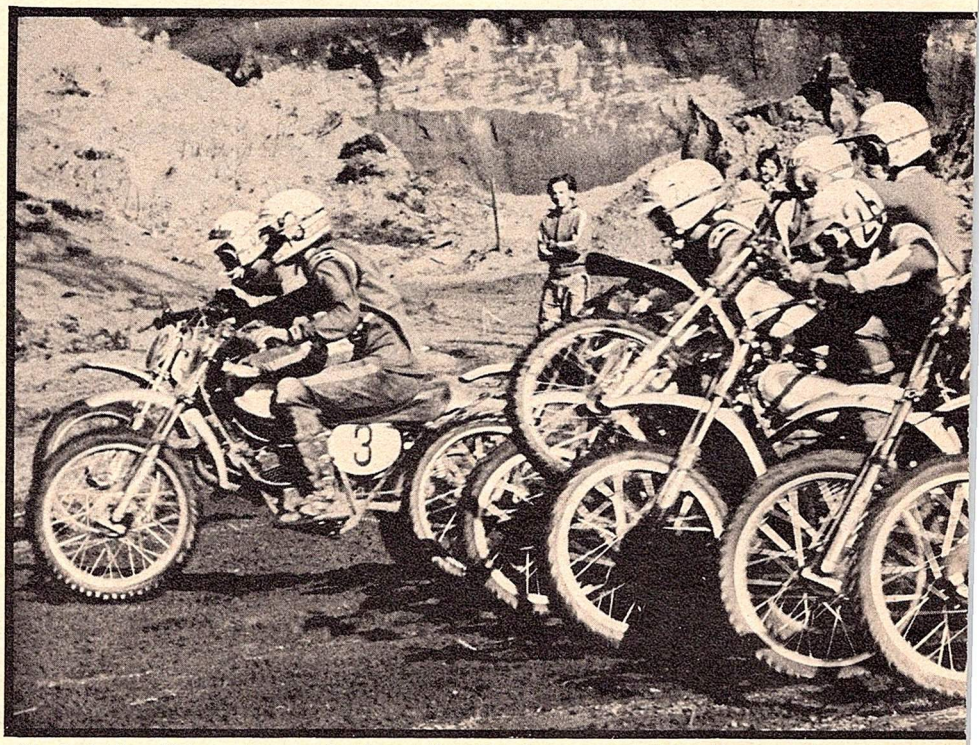
In Canada's Quebec Province they really get off on motocross and skiing. Sometimes, the two, get a bit confused.

When I got a chance to check out the racing near Quebec City, heart of French (that's *French*, you English swine) Canada, all sorts of images came crowding into mind. Bizarre images, especially to someone who discovered motocross in the hard-packed adobe wastes of Southern California.

Traction. MMMMMMMM, boy! Bet they have traction in Quebec. And trees, yeah. And grass, bygawd! — a chance to ride on real cow manna. Build your own berms, go deep in the turns, grab maximum traction on the straights. Nice. And then there's Caribou. Bet you could run *any*thing on Caribou.

("Caribou?" you query. "What's a 'palmate-antlered deer (genus Rangifer'), according to Webster, got to do with motocross?")

Nothing really; but then, Caribou isn't always what it seems. Besides being a Rangifer, Caribou is also a unique French Canadian drink, a blend, they tell me, of ethyl alcohol and red wine which is allowed to sit all alone for five years working its own mischief. Mischief done, the brew is then unleashed upon a thoroughly suspecting but nonetheless willing populace. "Give me a couple, three shots before we go racing," thinks I, "and I'll run around the course quicker than Joel Robert on his old lead pipe CZ. Better yet, put some in the autolube tank of this Can-Am 125 the Bombardier folks are kindly lending me, and I won't climb hills, I'll go through them."

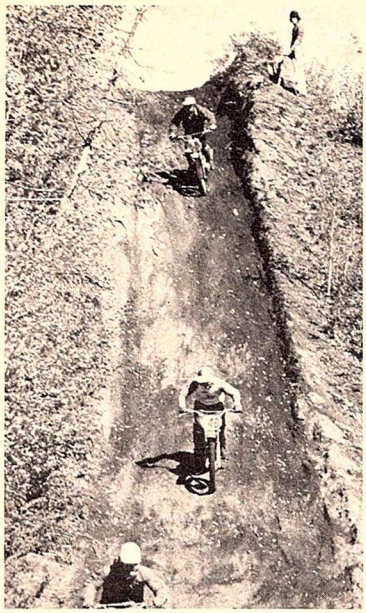


Right on. All power to the Rangifer. Unfortunately, reality intrudes, even in Quebec.

Reality, in this case, coming in the form of tweaked ribs (courtesy of a test bike which shall remain nameless) and a bad head cold (courtesy of no warming liquids at the Copetown Trans-AMA). Which was OK, giving, as it did, the chance to pay full and undivided attention to the goings-on on race day in Quebec. A full calendar of events, as the promoters like to say.

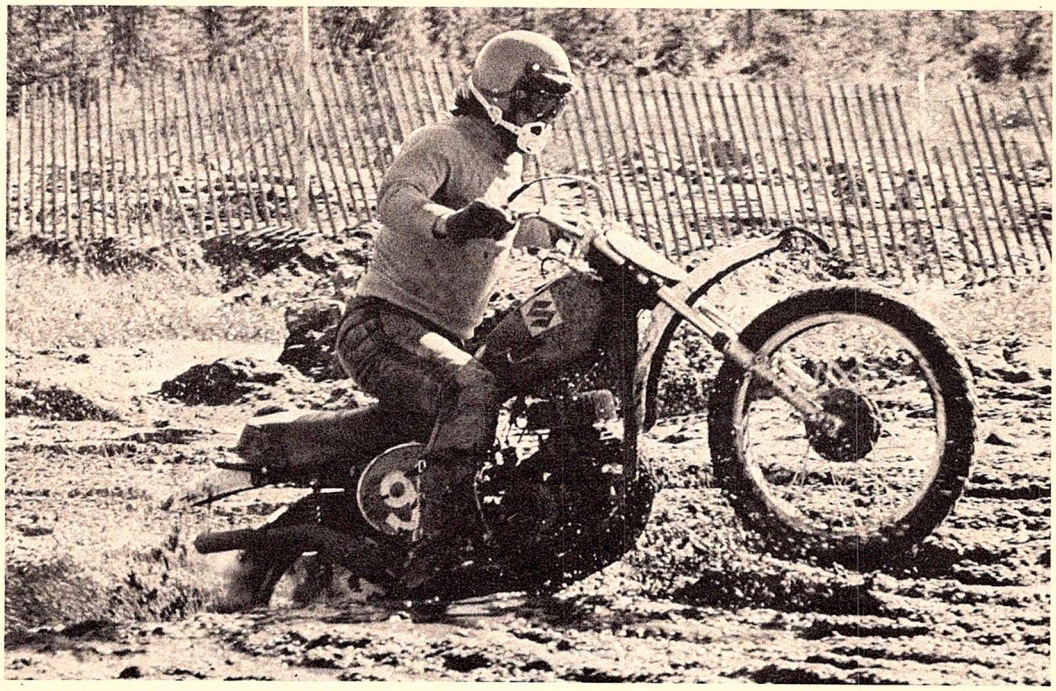
Motocross is serious business in Quebec, probably the most popular form of motorcycle racing there is. Yvon DuHamel is from the province, and he was an MX hotshoe long before he started falling off Kawasaki road racers. And motocross commands a consistent, not to say fanatical, following. At the Copetown race the week before I'd noticed one young lovely in particular who looked as though she should be sitting under a tree with a bottle of wine and a bowl of onion soup, waiting for the winner to come in. At the Quebec

Cont'd. on page 59

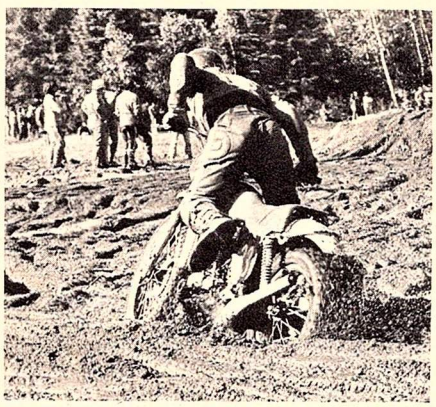


Quebec ski slopes aren't your average *downhill.*

Getting down in one piece earned you the right to turn left and head back up.



One rider hits the ditch with outstanding form . . .



. . . while another bends over for a closer look. Funny, that wasn't there a second ago.

New prototype "Balloon Leathers." It doesn't hurt when you fall down, but you sure take some funny bounces.

Ahhhhhh, WFO down the straight.

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CERIANI FORKS SHOCKS
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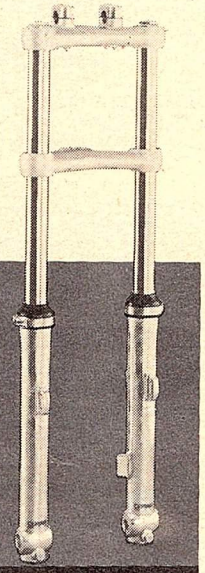
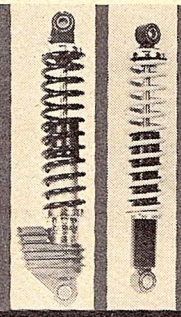
CERIANI. . .ONE OF THE 'TRICK' SECRETS OF THE WORLD'S FINEST RIDERS. GENE ROMERO, WHO RECENTLY SET A NEW ONE HOUR WORLD SPEED RECORD, CREDITS MANY OF HIS RACING HONORS TO THE EXCEPTIONAL PERFORMANCE OF CERIANI FORKS. CERIANI FORKS AND SHOCKS, ALWAYS OF THE HIGHEST STANDARDS, ARE UNSURPASSED!



Ceriani forks with six-position adjustable damping are now available in the C-2000 series and will soon be in stock for bikes requiring the C-1000 series. These forks in standard lengths only. The new gas filled shocks from Ceriani will soon be available in two models; a standard (non-adjustable) model, and a model which permits infinite damping adjustment externally!



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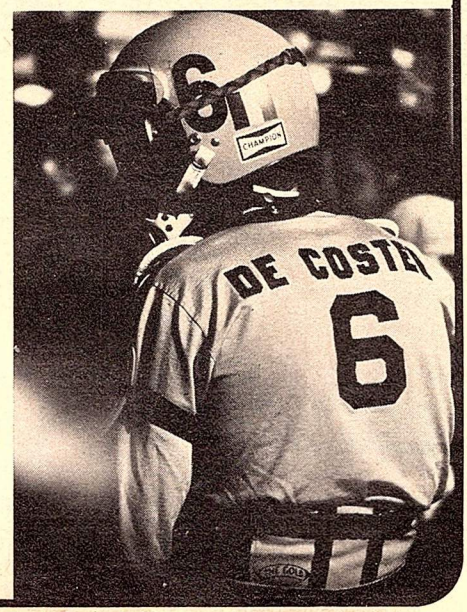

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HUSKY 250

Cont'd. from page 23

production adaptation of the GP machines, and the new magnesium alloy cases look small, one could easily be deceived into thinking the new 250 uses the 125 bottom end. Not so on either count. The Husky GP bikes use a sand-cast version of the 125 primary case, not the entire 125 crankcase. (It would take Heikki Mikkola only two laps to scatter a 125 crank.) The 250 CR's cases similarly adapt the 125's appearance.

Resulting from all this expensive toolwork is a *fast* 250. Not *the* fastest 250 MXer, as an early test in one of the cycle weeklies claimed, but a bike that will keep up with the Elsinore, Penton, YZ, Maico, etc., and enjoy the added benefit the reed provides in the mid-rpm ranges.

To accommodate the wider (and much stronger) powerband, Husky is now installing the 400's five-speed, close ratio gear set in the 250. Previously, Husky's designation as a 250 CR was an understatement; It should have been called the OCR (outrageously close ratio). The new CR's ratios are spread farther apart, and now you can really enjoy winding the engine out without having to shift just when the ride was getting good.

The shift linkage has also been modified to shorten the travel of the shift lever; an overdue improvement. Lever throw is about the same as a late-model Maico, and about 50 percent of the kick required on a CZ. A CZ freak will dislocate his knee trying to shift a new Husky.

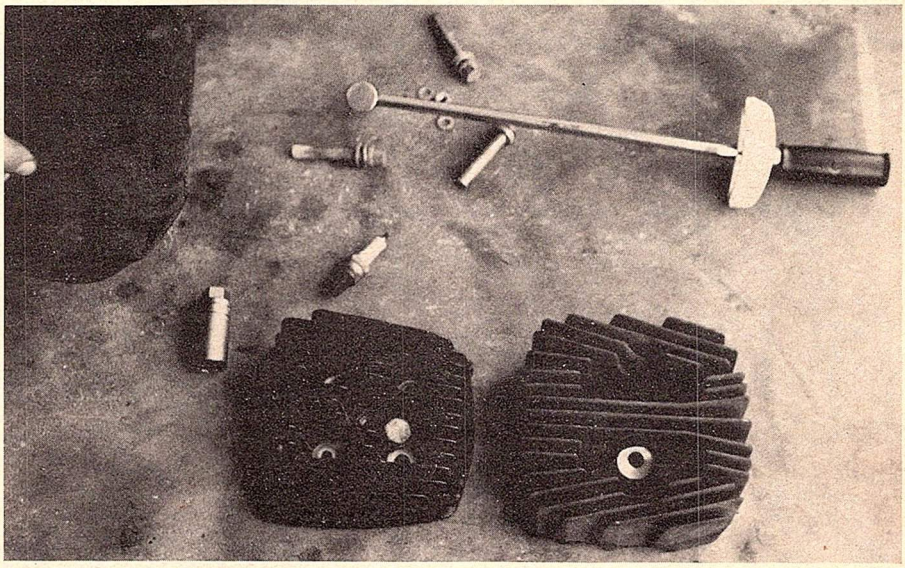
Another change, and one we question, is the use of the smaller 125 alloy-plate clutch assembly. Our test 250 certainly had no trouble keeping hooked up with the track, but severe clutch slipping caused the unit to heat up and fail to disengage fully. A dragging clutch causes the tranny to balk when you jam-shift it wide open, not exactly the hot setup for beating YZs.

A contributing factor is the tall first gear. When our riders came to a hairpin corner, first gear wasn't low enough in many cases, and the clutch had to be slipped to keep the r's up. Sprocket swapping (if

Cont'd. on page 54

BOLT-ON POWER PLAY FOR THE TM125 SUZUKI

THE WEBCO HEAD

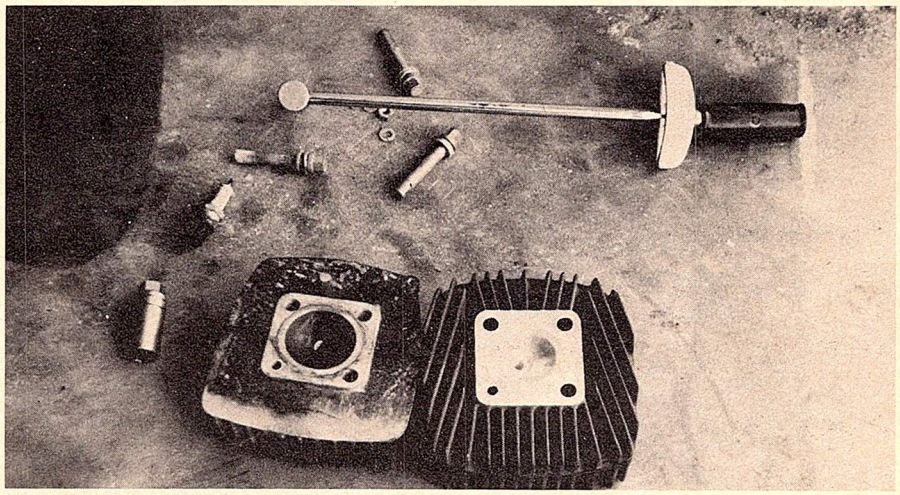


Stock on left, Webco on right. Notice the three big fins that pass through the middle of the Webco unit. They do the trick.

In our test of the Suzuki TM125, we encountered a slight to moderate overheating problem in the motor that resulted in a slight to moderate power loss over the long haul. In the course of a moto, as the problem progressed from the realms of slightness to the limbo of moderation, detonation sometimes occurred at full throttle. This is not good. Power loss makes you go slow, and detonation, if left to continue, makes you go very slow.

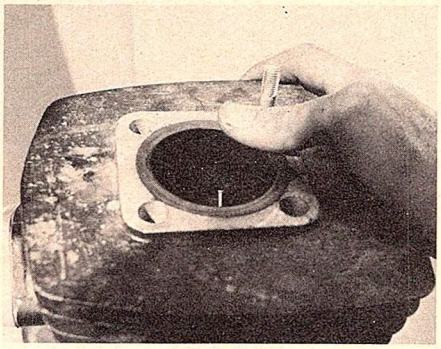
We'd been reading and hearing a lot of hype about the Webco head and how fine it works and all and how it keeps head temperatures down, so this, we felt, would be a perfect chance to give it a try.

It worked. We noticed a slight increase in power, especially on top, and the power-loss/detonation problems went away. The power boost comes from a specially designed dome combustion chamber and a higher compression ratio, and heat dissipation comes from massive (say, there's a word you don't see much anymore) finning both on top and on the underside of the head. Three huge fins run across the top of the combustion chamber directing the cooling capacity right where the heat is. Pretty slick, these Webco fellas.



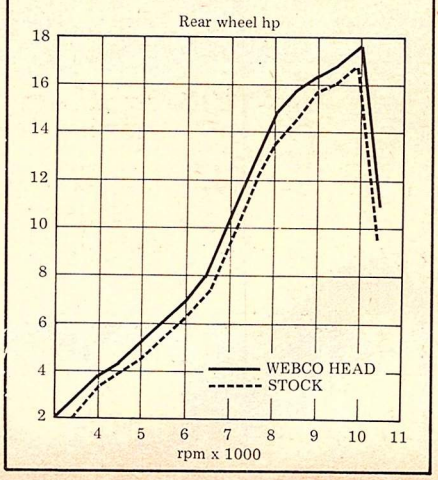
Stock head on left has no underside finning and a trench-type squish area. Webco item has ample finning, dome squish area and a specially machined groove that precludes the use of a gasket.

The unit costs $41.95 and comes complete with a little booklet telling you how it was made, an instruction sheet which points out that it is to be installed *without* the head gasket, crumpled up pages from the *L.A. Times* and a neat cardboard box you can use to stash the stock head. Forty-two bucks is a big chunk of change, but if you're looking for more power from your Suzuki — and who isn't — it's a good place to start. Watch your jetting. *



While you have the head off your Suzook, clean the garbage out of the exhaust port.

OFFICIAL DYNO CHART SUPPLIED BY WEBCO



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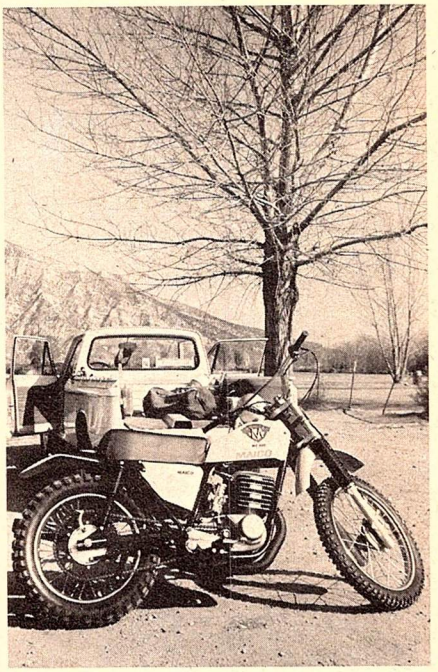


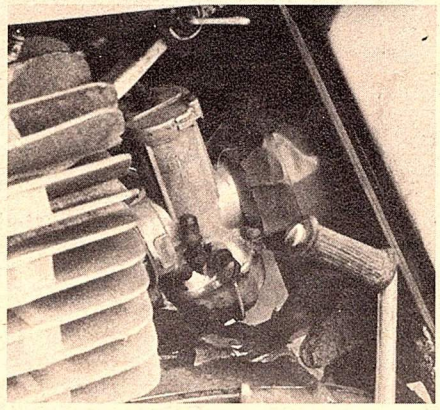
Saunter up to a 400 Maico and the very first thing you see is a silver stickie on the tank that says, "American Moto-Cross Champion. Winner Trans-AMA Moto-Cross Series, 1970 and 1972." They left off 1973, but you get the message.

* * *

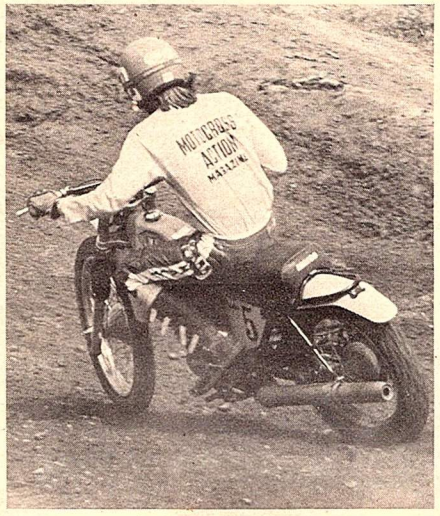
Testing a bike with the Maico 400 Radial's reputation is a lot like paying a visit to the local stud queen — if you come back with a bad report, the boys down at the corner honky-tonk are gonna know exactly whose fault it is. The Maico has been the only bike in open class racing which has consistently been able to stand up to the big bucks Japanese onslaught. The Japanese factories have built their megabucks one-off super racers, hired Europe's best riders one after another; and still, year after year, have had to fight off the Maico challenge. And at the end of each racing season, the Maico GP bikes are quietly bought up, then shipped off in closed vans to Japanese R & D divisions where they are inspected, measured, hummed and hawwed over at exhaustive length. And the people at

Continued

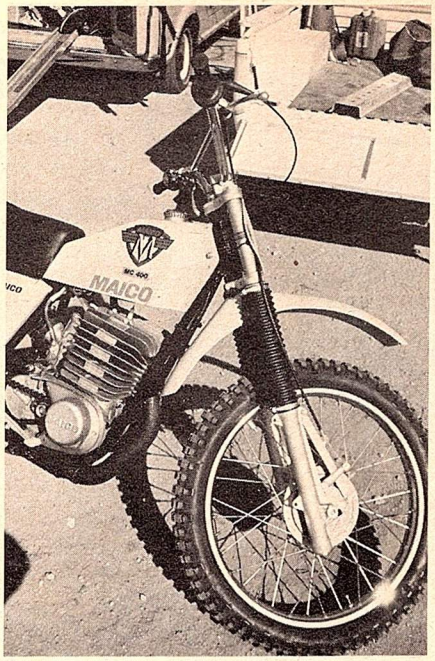
Metzeler tires are neat. Conical hub is neat. Girling shocks aren't so neat, but they help out British-German friendship. The whole thing just sits there and growls, "Ride me."



Bing vergasser *sucks pre-mix like a mamma-starved puppy dog. Be sure to tape the air hose.*



Evilly-finned sunburst (remember that *word?) head is probably worth two horsies in pure psychpower.*



Forks are the standard of the industry. Ask Jonsson, or Lackey, or Hart, or . . .

Maico, knowing this, laugh and count their money; because the factories that do this sort of thing could save themselves a lot of time and trouble by simply buying a stocker off the showroom floor.

Which is not to say (natch) that the Maico team races stock motorcycles (though a lot of very low number privateers have). It is to say that the differences are not all that great, the extrapolations not so vague, the changes not so outlandish in taking a 400 from stocker to GP. There are few bikes you can say that about, and even fewer which do well in world class motocross competition.

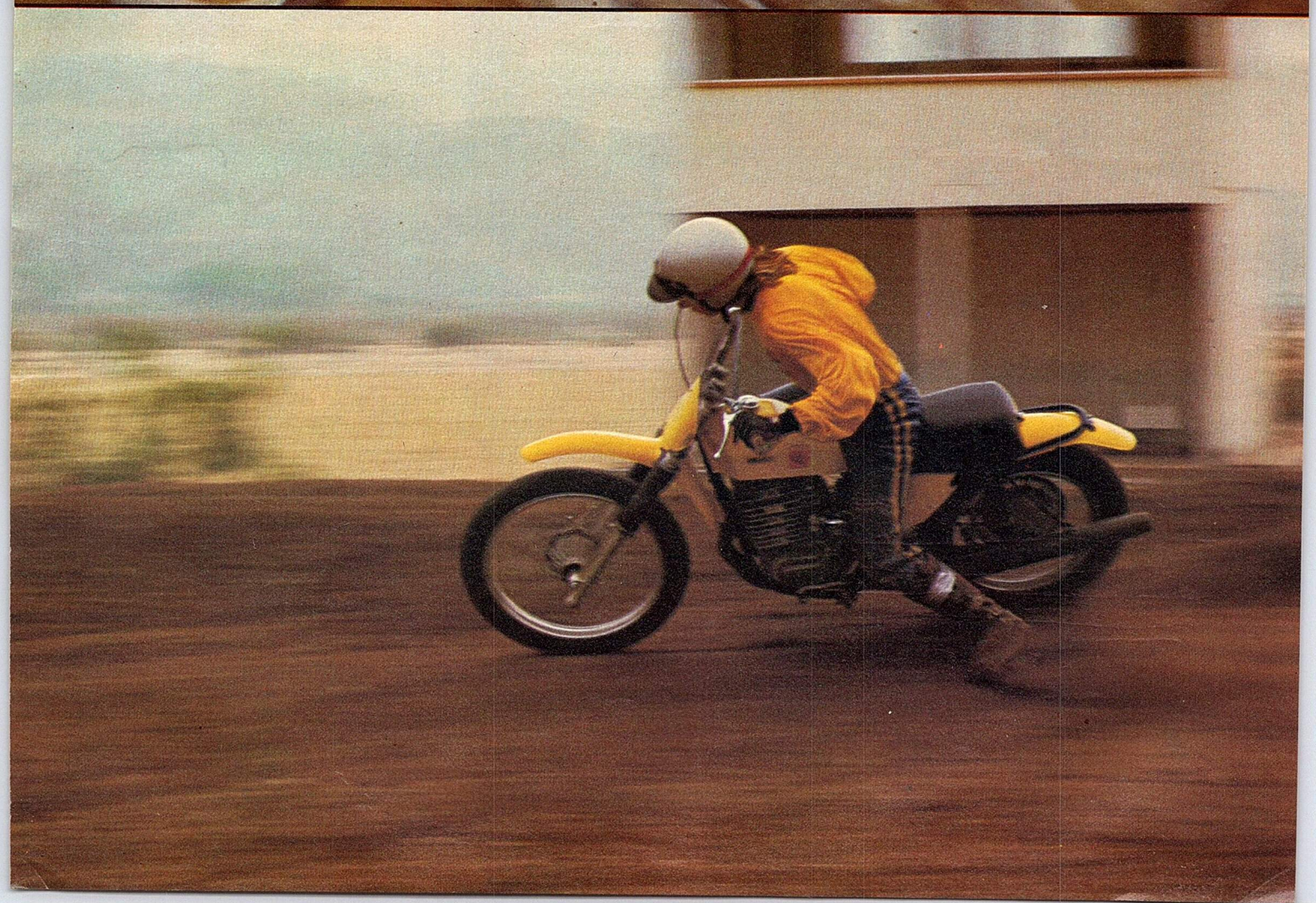
So you give the 400 the once-over, and try not to be too impressed by its look of cobby efficiency. Meanwhile, heads all over the pits are turning, and riders of all marques are stopping by to look, finger, talk about the Maico. And of all the pit talk which starts to revolve around the bike, the only consistent negativism runs in two lines: cost and reliability. We'll get to that.

WHAT IT'S ALL ABOUT

The Maico 400 is best explained by saying that it (or rather the people who designed it) is single-minded. It is a motocross machine, uncomfortable, unlikely and almost unusable for any other function. It is a piece of machinery perfectly integrated with its job. The package — frame geometry and construction, suspension, motor, carburetion — is total, and if the bike is famous (or notorious) for its demand for expensive add-on goodies, it is because the type of accessories which it demands are the kind which each individual racer must choose on an individual basis; or because even Maico must make some effort to keep its showroom price in the competitive ballpark. Bars? The only standard is rider preference. Rims? The newest trick alloy numbers are cheaper and more available in this country than they are in Europe. Pipe? If you're a good enough rider to need the extra power some accessory pipes will give you, you're a good enough rider to make your own decision about where and how you want that power, and so select your own pipe — the one that gives *you* what *you* need. Filter? What works in Europe doesn't work in California. So what?

What are you buying when you plunk down your $1498 for a Radial? You're buying a bike that's going to cost you some more money before you go racing. You're buying a bike which is going to require skillful and thorough maintenance. And you're buying a bike which can be your ticket to the win column in any

Continued



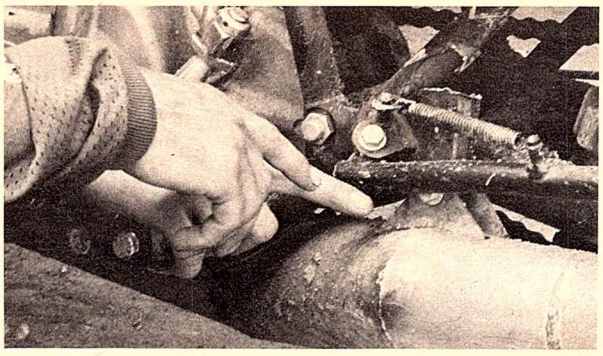
A 400 in first place makes second very uncomfortable.

MAICO 400

SUGGESTED RETAIL PRICE: $1498
ENGINE TYPE, INDUCTION: Two-stroke, piston-port
ACTUAL DISPLACEMENT: 386cc
BORE AND STROKE: 77mm x 83mm
COMPRESSION RATIO: 12:1
CARBURETOR: Bing 36mm, center float
CLAIMED HORSEPOWER/RPM: 41/N/A (44 with RS-type pipe)
PRIMARY DRIVE: Triplex chain
GEARBOX/SHIFTING: Four-speed/ left side
GEARBOX RATIOS: 1) 1.99:1, 2) 1.52:1, 3) 1.23:1 4) 1.00:1
AIR FILTER: Paper
ELECTRICAL: Magneto
LUBRICATION: Pre-mix
FUEL CAPACITY: 1.8 gallons
SUSPENSION: Maico 7-inch forks, Girling shocks with 60/90 lb. springs
TIRES/RIMS:
Front: Metzeler 3.00x21/steel
Rear: Metzeler 4.00x18/steel
WHEELBASE: 56 inches
SEAT HEIGHT: N/A
WEIGHT:
Actual weight: 236 pounds, wet and dirty
Claimed: 228 pounds
Front wheel: 109 lb./46%
Rear wheel: 127 lb./54%
STARTING: Left side, non-primary
COUNTRY OF MANUFACTURE: West Germany
DISTRIBUTOR:
Cooper Motors
110 E. Santa Anita
Burbank, California 91502
COST OF REPLACEMENT PISTON, RINGS: $45.60
COST OF REPLACEMENT LINER: $31.35

class. The 400 does not trade off. It gives you the power, and it gives you the handling. It will go around a corner as fast as you will — faster really. It'll run with the CZs and Kawasakis on the straights and punch it out with the Bultacos in the corners. Most of all, it can make you more of a rider than you really are in very short order. The 400 Radial has been responsible for more inflated egos than the girl in the last row at the drive-in.

The Maico 400 handles like, well, the Maico 400. It is the standard of its class. On a hard surface with no berm it's a flattracker, on a soft surface it has the grunt to dig out its own berm as it goes along. And if there's already a berm there, so much the better. Just drive in, shut everything down, then open up the throttle again and give the big Bing *vergasser* a heavy slug of pre-mix. You don't get any violent slam in the back, no wild, wheelie-ing glut of YZ-type wheelspin and squirreling, just a solid, torque-laden power push which is fed solidly to the rear knobby and which translates as power to the ground all the way through the range. And which will get you to the next shut-off point just about as fast as you want to get there, without much likelihood of getting passed along the way. Sure, there are faster bikes, always will be as long as there are madmen with porting tools. But where are those bikes in the turns, and where are they like-



Trash the kickstand before it trashes the pipe bracket. Like this.

ly to be at the finish? Maybe in front, but if that's the case, it should simply give you cause to remember that riders win races, motorcycles just help.

The thing about the Maico 400 is that it's a lot more help than most open class machinery. And the longer and tougher the moto, the more help the 400 is. That's why the Maico factory team rides the 400 instead of the more brutal 450. While the bigger bike might

Cont'd. on page 62

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Nylon jersey $10.95 r/w/blu/gld SMLXL +50¢ ship.* Kidney belt $7.95 +50¢ ship.* Give waist size. MOTO socks SML $2.95 +35¢ ship.* Iron on let. & Nos. 8" 98¢ ea. 3" 29¢ ea. blk/w/r/blu/yel. +25¢ ship.* ‡Price includes ship. *W/pants we pay ship. Cal. res. add 5% sales tax. Free info. All items satisfaction guaranteed. Fast service.

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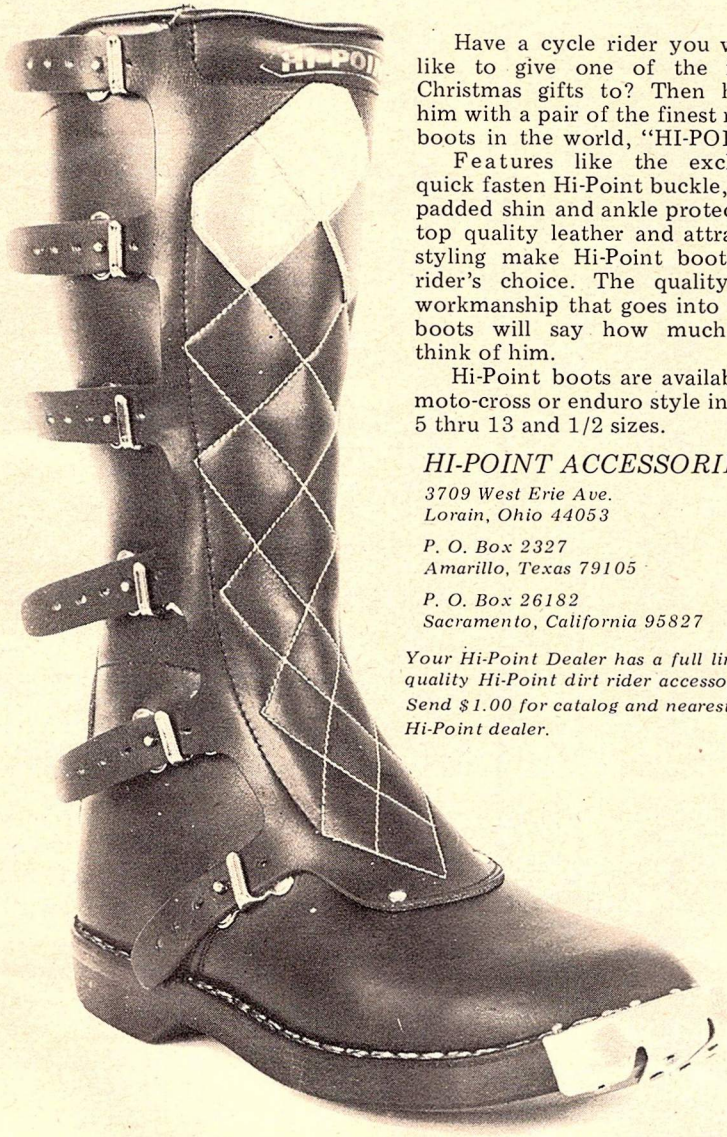

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HUSKY 250

Cont'd. from page 46

the track requires) will cure the overall gearing problem, but we hope the dragging clutch isn't a new Husky malignancy. Nothing could be more embarrassing to a Husky rider than having to jump the gate with all the Maicos because their clutches are overheated.

The basic 250 frame is the same seamless chrome moly arrangement used on the '73 CR, but the swingarm and suspension modifications make an unbelievable difference in the handling. All four rear shock mounts have been moved forward an inch, and the total swingarm length has been increased one inch. So the shocks are forward a total of two inches in relation to the rear axle. It's the old move-the-shocks-up trick, but done for you at the factory — though rather conservatively compared to some of the GP bikes we've seen.

Minor valving changes make the forks more workable, but the biggest improvement is the installation of small "hats" in the fork tubes to help prevent the oil from foaming and/or sloshing up to the tops of the tubes in rough going. If you could look inside a fork tube that was traveling down a chuckholed straightaway, the oil inside would be thrashing around like a Marguerita in a Waring blender (but not quite as appetizingly). Keeping the oil where it belongs not only causes the dampers to actually damp, but it also prevents the forks from topping and bottoming, a favorite Husky shortcoming of yore.

Redesigning several components allowed Husqvarna AB to pare off some excess poundage. The single largest reduction is in the mag engine. Ready to race with a gallon of fuel in the tank, the Husky weighs 217 pounds. 45.2-percent of the weight is on the front wheel, which is consistent with Husky's long-time preference for light front ends.

The reduced overall weight, unladen front end and mucho power are obvious the first time you really get with the program. Accelerating down a long straight can be deceiving; take a peek at the gas tank to make sure it says "Husky." Lean back to get the

4.00 Trelly biting and the front wheel just skims the track. Power comes on in a nice, healthy surge, with a noticeable lunge when it leaves the mid-range and gets on the pipe. If the Husky had a peakier power-band, it would be more difficult to ride, especially with the light front end. The ponies are more than ample to pull a 4.50 rear tire, but with the tall first gear a 4.00 is probably best for tight tracks.

Throwing the CR around and getting your jollies with the throttle is a lot like riding a Yamaha YZ 250, except that the Husky's suspension is smoother and the whole machine in motion feels more stable. Because of the Husky's innate predictability, you get the feeling you can ride the bike as fast as your nads will let you. Just settle right in and take charge.

Extending the wheelbase to 56-plus inches made the Husky a cornering fool. Test rider Jack Hicks, who races his own '73 250 CR, went as nutty as a dog in the Alpo factory when he found out how well the bike slides. He slid sideways and turned doughnuts until the side knobs on the tires were almost worn off. After Jack tilled up a couple of acres of choice bottomland, we almost had to chase him with a 2 x 4 to get him to stop.

"Try going in a straight line on the bike, Jack."

"Aw, that's no fun, you can't feel the bumps." Then he wheelied over to the Speedway practice track and ripped off a few laps like Ivan Mauger. Unfortunately, the machine slides so well that you might be inclined to forget about the berms. The thing is a great bermshooter and you can slide into them full-lock during practice to psych out the competition.

Hicks' comment about the Husky being no challenge to ride over bumps is true. To even feel the whoopdies, they have to be big ones. The bike will scoot comfortably over most of the ruts and holes that invariably appear between the second and third moto, then grow into bottomless pits after 25 minutes of the final heat.

And all this with Girling shocks.

Continued

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Before the 250 was even uncrated, our clan of sage observers saw those Girlings and made obscene noises with their mouths. But the shocks worked and gave a much better ride than we had reason to expect. Quizzing several Expert riders who (between them) go through many new Huskys each year, we learned that Girlings last an average of two or three hard races, then become useless ornaments. Keep a six-pack of Konis around as a first-aid kit.

Even with the longer frame, the Husky CR is easy to ride in tight track sections. The power helps bend the bike around corners, and the manageable weight keeps the situation under control. On skatey, hardpacked surfaces, the front wheel stays put better than you'd think, considering the overall handling characteristics. The ultra-fine 3.00x21 Trelleborg up front has a lot to do with it. If you're hooked on buying bargain knobbies, give Trelly a try and you'll find out why the fast guys don't buy the cheapies.

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Cont'd. on page 60

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RIGHT FIRST TIME

April 1973 and Jim Pomeroy took his Bultaco Pursang to the start line of the Spanish Grand Prix . . . his first-ever effort in the World Championship Series. Forty-five minutes later the young American took the checkered flag against the very best 250cc class riders in the world. First American ever to win a Grand Prix, first American ever to lead the World Championship table and first rider to ever win a Grand Prix race at his first attempt. Right first time, indeed!

BULTACO

CZ UPDATE

Cont'd. from page 41

action. The left fork leg was binding solid after only about five and a half inches of travel. The other one went all the way up to the triple clamp. I theorized, after careful scrutiny, that the problem rested with a poor machine cut made to form the lug that fits into the brake backing plate. The cut, showing a fairly large burr, might've been made with a dull bit, causing distortion of the soft alloy and knocking the slider out of round. 'Course, what do I know. At any rate, this lug should be a weld-on. Either that, or somebody should wake up the guy in Quality Control.

That night I talked with Gary Hymes of Horizons Unlimited and *Dirt Rider Magazine* and he, being a CZ freak and hot wrench, told me the torrid tune for CZ forks was to drill the single hole in the damping rod all the way through to the other side, thus forming two holes where there was before only one. Got that? So, I whipped out my Black & Decker and did just that, making sure I first screwed the damping rod bolt back in to keep metal chips from clogging the threads. I also cleaned up the edges with a jeweler's file to keep cracks from forming.

After getting a new slider from American Jawa, I put everything back together and tossed in 200cc of Molly Blue light fork juice. The pipe came next.

Taking off the stocker was eezee, but putting on the Cleansweep was a bit of a hassle, requiring about five minutes of "modifications" with a ballpeen hammer to get the convergent cone (hubba, hubba) to clear the rear engine mount. This may be because the pipe was designed for the old style frame and the new one has some different bends. Whatever. Once the proper dings were installed, the pipe bolted right up. The difference between the stock pipe and the Cleansweep is that the stocker is a long, skinny torquer, while the Cleansweep is a short, fat rpm pipe. It's supposed to give the 250 CZ three more horsepower on top.

Now check this out: I made all these changes and, for one reason or another, never got a chance to even start the bike for the rest of the week. Friday night I loaded it into the Bazmobile and headed up the coast to Santa Barbara for a race in Goleta that Sunday, hoping to hell that everything would work. I didn't bring any jets or fork oil and I left the stock parts in the garage. I was on my own.

Saturday morning Doug Grant and I headed up into the hills behind Doug's A-frame to do some serious cowtrailing and check out the CZ. People, that bike ran bitchin'. It was so fine. The Cleansweep pipe gave a big boost on top and made the motor run much cleaner. And the forks . . . I didn't even know they were there. The bike just passed over ruts and rocks and whoops and made my arms feel like they were sitting home watching television. I was really stoked. I've been on a few CZ's before and, like ugh, nothing. I could never understand why so many people had the hots for CZ. Didn't even tickle my switches. But this bike completely blew my mind. I went nuts. Full-lock power slides, long fourth-gear

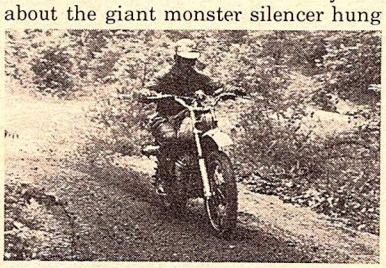
Continued

JOHN PENTON

THEY "LAUGHED" WHEN I UNLOADED MY 250cc PENTON AT THE LOCAL MOTO-CROSS TRACK

A true story, Corona Raceway;

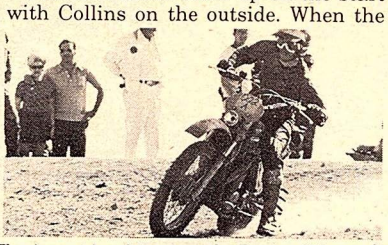
The best race of the night was the 250 Junior Class. RICHEE COLLINS, the super quick Collins and Son rider out of Anaheim, decided that since the new 250 Pentons were out and his dad had one, why not try it out. As he unloaded the bike out of the car, riders gathered around him and snickered and joked about the giant monster silencer hung



They're not laughing now the Penton 250 has won its first National Enduro "Black Coal"!

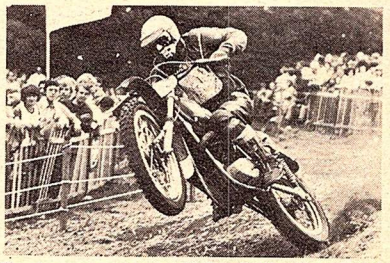
off the back of the new Penton. Well, as the saying goes, He who laughs last laughs best. Here is the way it went.

Fourteen riders lined up on the start with Collins on the outside. When the



They're not laughing now the Penton 250 won its class at the ISDT!

green flag dropped, fourteen hands pulled on the throttles and fourteen bikes blasted into the first turn. At the first turn, there were thirteen bikes all lined up behind, you guessed, Richee Collins and the Penton. Collins blasted his way around the track and when the checkered flag fell, he had bagged the very first 250 win in his life!



They're not laughing at Richee Collins Penton 250cc anymore either!

People have laughed at what we at Penton have done for years, but we can take the laughs when performance and winning are the final factor. Why not try out one of the new 250's, by now the laughs will have died down to a whimper from the opposition.

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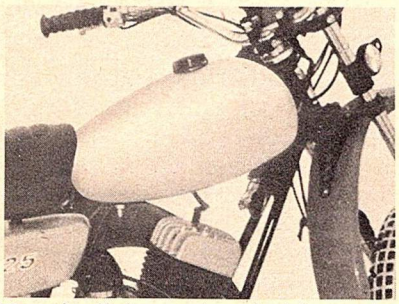

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CZ UPDATE

Cont'd. from page 57

wheelies, big radical jumps and that thing would land like a pumped-up marshmallow. I couldn't believe it. The next day at the race, it wasn't even a contest. I just clamped myself on that bike, dialed up the gasser and let the machine do it all. We won all three motos. CZ ruled.

We'd like to point out that although we got the springs and the pipe from Triumph-Suzuki of Pomona, there are many other CZ specialty shops you can get similar units from. They include: Coast Moto Cycle, 2334 Newport Blvd., Costa Mesa, California 92627; Horizons Unlimited, 22726 Ventura Blvd., Woodland Hills, California 91364; and Grand Prix Cycles, 2450 El Camino Real, Santa Clara, California 95051. The address of Triumph-Suzuki of Pomona is 1090 E. Holt Ave., Pomona, California 91767. The Cleansweep pipe goes for $54.95, while the springs will cost you $24.95, plus California's five-percent tax, if you live here. That is all. *

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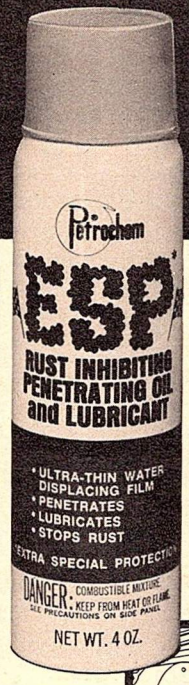
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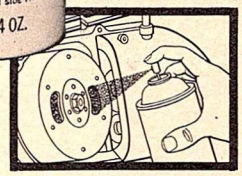

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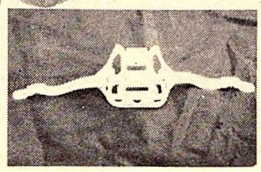

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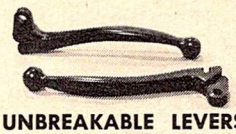

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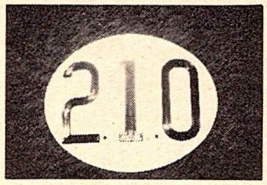

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QUEBEC

Cont'd. from page 45

race, many hundreds of miles and a culture away, there she was again; a vision unchanged, if a lot colder. Ye gods, colder! And wet.

Actually it was pretty nice for that time of year (early winter), or so I was told. Sunny, for one thing, and cold, but maybe not freezing. Trouble was, the previous five days hadn't been like that—more like a trial run for the second Great Flood. Which meant that there hadn't been a chance to prepare the track—actually, to *build* the track, since the race was being run on a brand-new site. Far out? More like far up.

Quebecois (that's what they call themselves, and I can't pronounce it either) like to put an emphasis on things European, and the Quebec track showed signs of that influence. It would have been a mutha even if the flood hadn't gorped everything up, combining as it did the worst aspects of a hillclimb and a trials section. The major portion of the course was laid out on a short, but very steep, *ski hill.*

The start led into a sandy, whoopdie-scattered uphill on which many of the smaller bikes bogged down. Then a rain-slicked right-hander, followed by 25 yards of through-the-trees bar-banging, a sharp, one-line right-hander and down the hill. Urg. Down *that* hill?! Think I'll wait for the ski lift. No help for it though, down the hill, rear end playing frantic kangaroo over the downhill nasties. No run-out room at the bottom either, just a sharp left U-turn and back up the hill. Then a sharp right, and back down the hill. Then a sharp left, and back up the hill. Sigh. Ah-ha! A straight at last! Gas it over the slick grass, tangling bars with the next guy, and try to stay out of the glue-like mud which owns the center of the track. Then a very sharp right (no berm, natch), and back down the worst hill of all. If you survived all that, you've won the right to hang another right at the bottom (miss it and you get to break the skim ice on a small pond instead), negotiate some tight, sandy stuff and then — finally — gas it onto the straight. Whoopie! 'Cept for one thing. Thanks to the

Cont'd. on page 64

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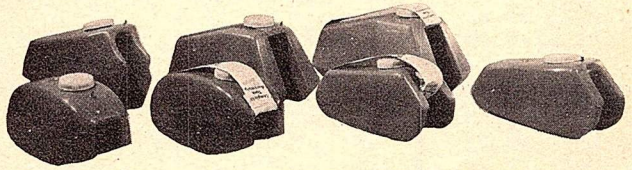

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HUSKY 250

Cont'd. from page 56

anywhere you happen to have the throttle, and with the rearwardly biased weight distribution, the rider should pay attention over jumps and leaping out of creek bottoms. It's best to assume the standard Gary Bailey jumping position, with weight to the rear, arms extended, and ready to correct the bike's attitude in mid-flight. The Husky will land without bottoming either end and automatically straighten out if the rider has any skill at all; but the front wheel has a tendency to rear up, so be forewarned. This is a natural scooter for the guy who likes to land and carry the wheelie to the next corner for girlie-wowing purposes, though you can bet the staid Swedish engineers didn't design it for stunt riding.

The aluminum die-cast hubs, lightweight brake shoes and lining material are the same used on last year's 250 CR. Apparently Husky is satisfied with them, and so are we. With minimal unsprung weight and a floating torque-arm, the rear wheel doesn't wrench excessively when braking into rough corners. The external flywheel Motoplat has enough spinning inertia to prevent the engine from stalling under heavy braking, but when the clutch on our Husky was abused and dragging, some fancy maneuvering had to be employed to keep the engine running with the rear brake on. Remaining also from earlier Huskys are the Akront rims w/shoulder.

Everything on the new Husky is basically right and usable. Even the horrible press fit countershaft has been replaced by a splined shaft to considerably simplify sprocket changing. The handlebars are a nice compromise shape and height that the majority of owners won't want to replace. Controls are all Magura, hooked up to EZ-to-oil cables; the seat is just about perfect; and wider plastic fenders keep slop off the engine and rider.

For the first time in eons, Husky has changed their footpegs. They have toothed cleats on the ends and a hole in the middle to grip the boot and drain mud, but we found they are only marginally better than the old ones and still require a couple of beads run down their length to help grab wet

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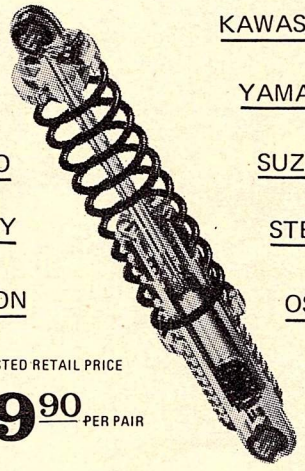

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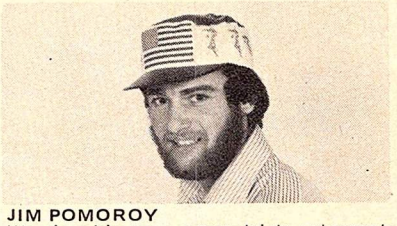
boots.

You feel comfortable riding the Husky, though the pipe and air box still conspire to spread your legs when standing. Your dealer will probably be disappointed when you don't buy $200 worth of accessories with your new Husky. We only changed two items on our test bike; we love Oury grips so we slid a pair on first thing, and we replaced the stock green number plates with white ones to satisfy local track requirements.

Though the air box has been tucked in, it is the same unit Husky has used for years. It comes from the factory supplied with a paper element, which should be swapped for a good foam replacement. Don't throw out the paper filter; use it for wet weather racing, one of the secrets of keeping Huskys dry in the rain. If you're accustomed to the sanitary air boxes on some other European bikes, you'll still be disappointed with the Husky intake system.

Only two problems marred our test: The front baloney just wouldn't hold air until a Cheng-Shin tube came to the rescue, and the end of the throttle cable came out of the slide and briefly ran the engine up to what sounded like ten million rpm. All slack must be taken out of the throttle cable, or this problem will persist. Even then, a small self-tapping screw may have to be installed to hold the cable end in the slide. We never had any problem starting the Husky, though there is a definite technique that must be learned. The kickstarter is not the world's easiest to operate.

This new 250CR is undoubtedly the most serious bike to come from a most serious manufacturer. Any complaints you may have had about previous Husky models have probably been taken care of in this '74 250. If you're in the market for a new 250 class motocross scooter, this competitive new Husky makes the choice more difficult. Certainly it stacks up with the best of them. And while you're riding the bike you begin to think maybe it *is* the best 250, then you remember the Maico and the CZ and the Penton and the Honda and the Bultaco and how you thought each of *them* might be the best. Rough, we tell ya. *



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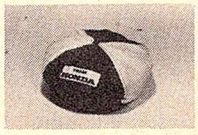

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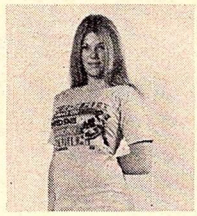

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MAICO 400

Cont'd. from page 53

be just the ticket for sprint motocross, over the long, hard pull the 400 serves the rider better. And treats him more gently. The power isn't brutal or violent, but there's plenty there nevertheless. The geometry is flawless. The front suspension is the standard of the industry — just ask Ake Jonsson or Brad Lackey or any of the other pros who bolt Maico front ends on their factory whatevers and ride happily off to the winner's circle.

Motocross is not a restful sport, but within the specialized and exhausting world of motocross, the 400 is a restful bike. Not because you can relax on it and still win (which depends entirely on the competition), but because it does not require that the rider work as hard. Watch a top Maico rider carefully sometime. In the corners where everyone else is toe-dragging and foot-stabbing and weight-transferring to save their lives, he's motoring. And after the jumps where the competition is doing tank-slappers, he's hooked up and moving, likely as not. The Maico is an anomaly in a world of competition machinery, a "works"-type bike that is forgiving, almost boring. Billy Grossi wouldn't understand.

BUGGERING THE MYTH OF "BREAK-O"

The 400 is a complete motocross package, it's just that the strings are tied a little sloppily. If you buy the bike and intend to race competitive motocross (and why else would you buy it?), you should be prepared to make some expensive additions. First to go, in our opinion, are the stock Girling shocks. They just don't do the job for motocross. We put Konis on our test bike and they worked fine, but shocks are a matter of rider preference. Hell, you might even dig the Girlings. Whatever. Next to go are the steel rims and the paper filter, both old line European items which don't get it anymore. Lots of people opt for a trick pipe once they're dialed into the bike, not to mention trick alloy goodies like the Wheelsmith brake pedal. Then, of course, there're the bars. We're not going to say anything bad about Maico

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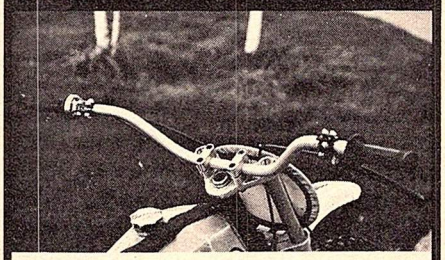

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bars, because too many fast people like them. But they take some getting used to. If you can't get into it, accessory bars are one of the cheapest gluts on the market.

So after you spend your several wheelbarrows full of hard-earned dollars to buy your 400 and set it up the way you want it, what ya got? A mechanical headache, according to a lot of people. And they're wrong.

If you intend to own and race a Maico, you simply have to understand that as a racing machine, the bike requires more maintenance, more often, than most motorcycles. Taken care of, gone over, the bike can win. Ignored, it won't even finish. This means that the timing has to be checked and reset after every race, the engine opened up and looked into regularly, nuts and bolts checked, tightened and safety wired or silicone sealed. With the heavy flywheel vibration that the Maico generates, this last becomes especially important. The primary chain should be checked out regularly for stretch and component failure, and the head brace watched for cracking at the point where it bolts to the head.

The small gear transmission has come in for some heavy language, but few professional racers ever blow one. Keep the gear oil fresh and rev the motor on the downshift, and you should have no problems. Ditto the clutch, as long as you don't intend to ride it for minutes at a time. If you do, consider substituting the 250 Radial clutch — harder to pull, but stronger.

Steering head bearings, swingarm bushing, etc. should all be checked for wear and slop on a regular basis — just like any other machine. Tighten the spokes and don't forget to put oil in the tranny. There, that's not so hard, is it? It's just a racing motorcycle that requires racing maintenance. Properly set up and diligently maintained, the Maico is not a problem machine. Certainly, it doesn't deserve the "Maico break-o" accolade. If you don't believe us, ask Adolf Weil's mechanic.

And just as certainly, it can — and does — win. Just ask Adolf himself — or a couple of thousand other guys. *

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Carl Shipman's THE DIRT RIDER

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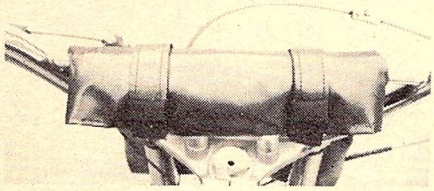

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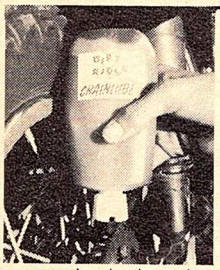

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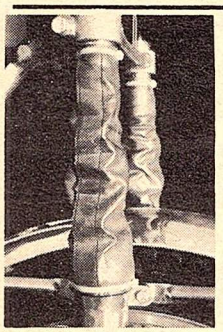

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Cont'd. from page 59

previous five days of rain, the "straight" is nothing more than 100-plus yards of hub-deep mud, with crosscut drainage ditches hidden deep down in the soft muck where they can't be seen — just ridden into. You've heard of fifth gear straights? This is a third gear straight — for the torquers, anyway. Most of the 125s and a lot of high-revving 250s are screaming their way through the slime in first and second. And a lot of bikes and riders are just sinking quietly into the mud, little plumes of steam rising from where they've gone down. Having ridden a couple

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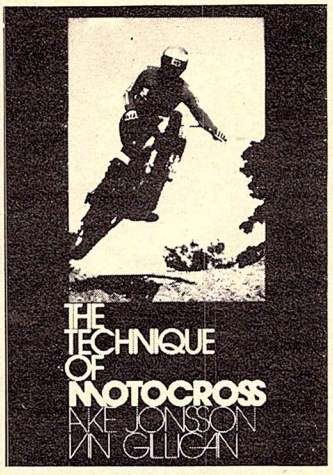

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of practice laps just to get an idea of what it was all about, I mostly stood around snickering and congratulating myself on having the good sense to be maimed *before* I got there. And taking the odd snort of Caribou. Moooo.

Meanwhile, the crowd is lapping it up. And various Canadian brews are swirling down wind-chapped gullets while the ambulance attendant is sitting in the back of the meat wagon where it's warm and trying to use his edge to entice sundry double-wrapped tootsies inside. Without much luck, because everyone's digging the mayhem on the track. Except maybe the riders, who're turning pasty white under their seasonal coatings of mud. And then green. And then . . . . who knows under all that mud? Late season racing in Quebec is only for the strong in spirit(s).

"But hey," I'm thinking to myself all this time. "What a place to race!" And it is. Terrain, and scenery, and — God knows — traction. What a place to race. Sure would like to come back and try again — say, in July. *

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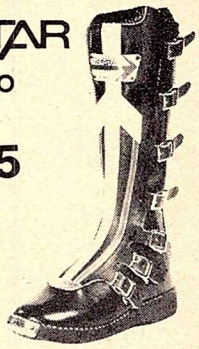

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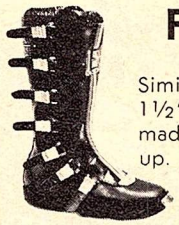

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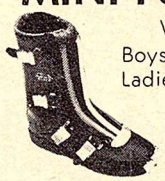

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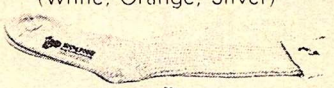

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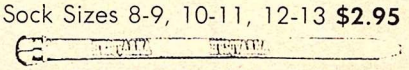

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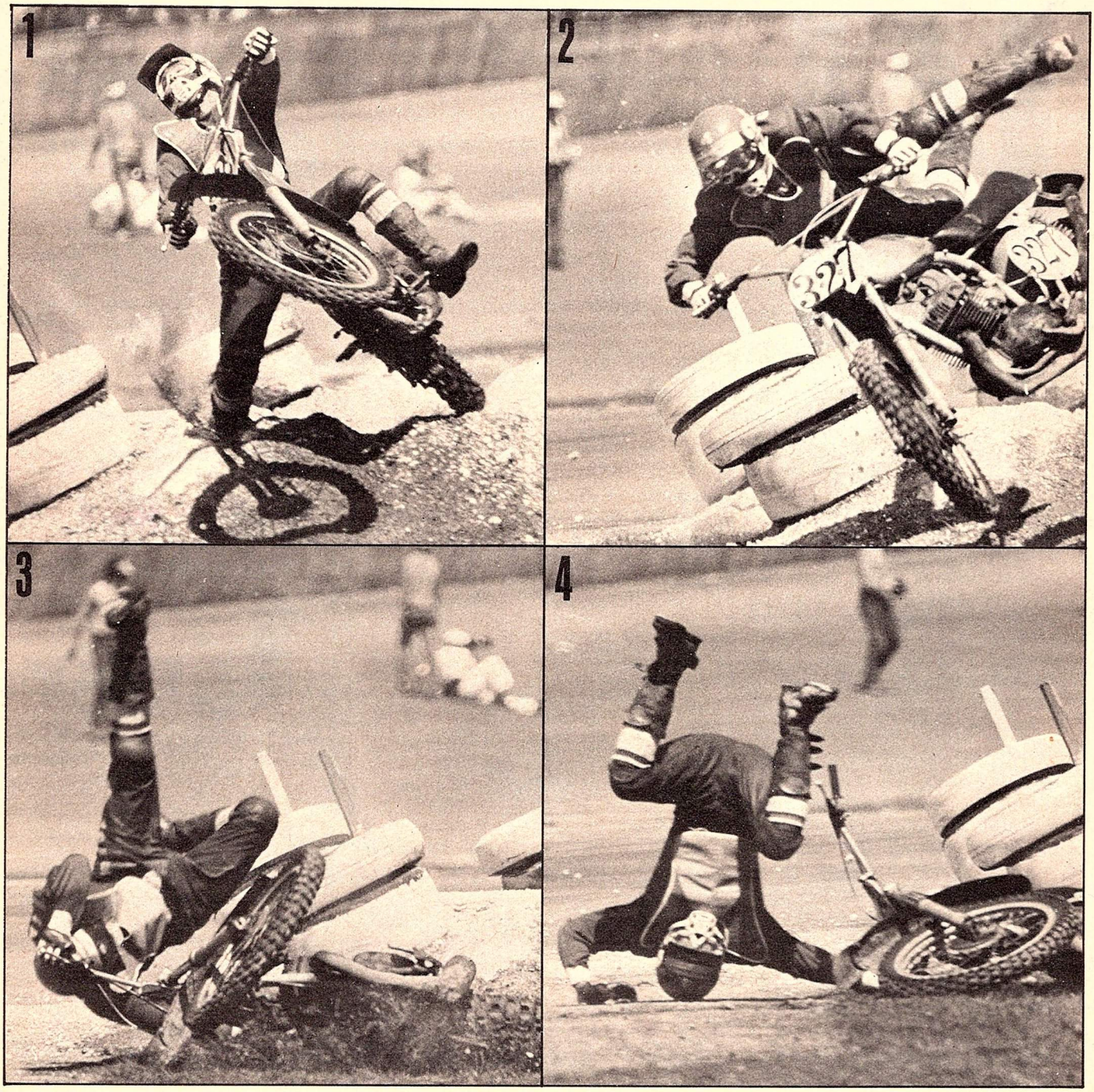

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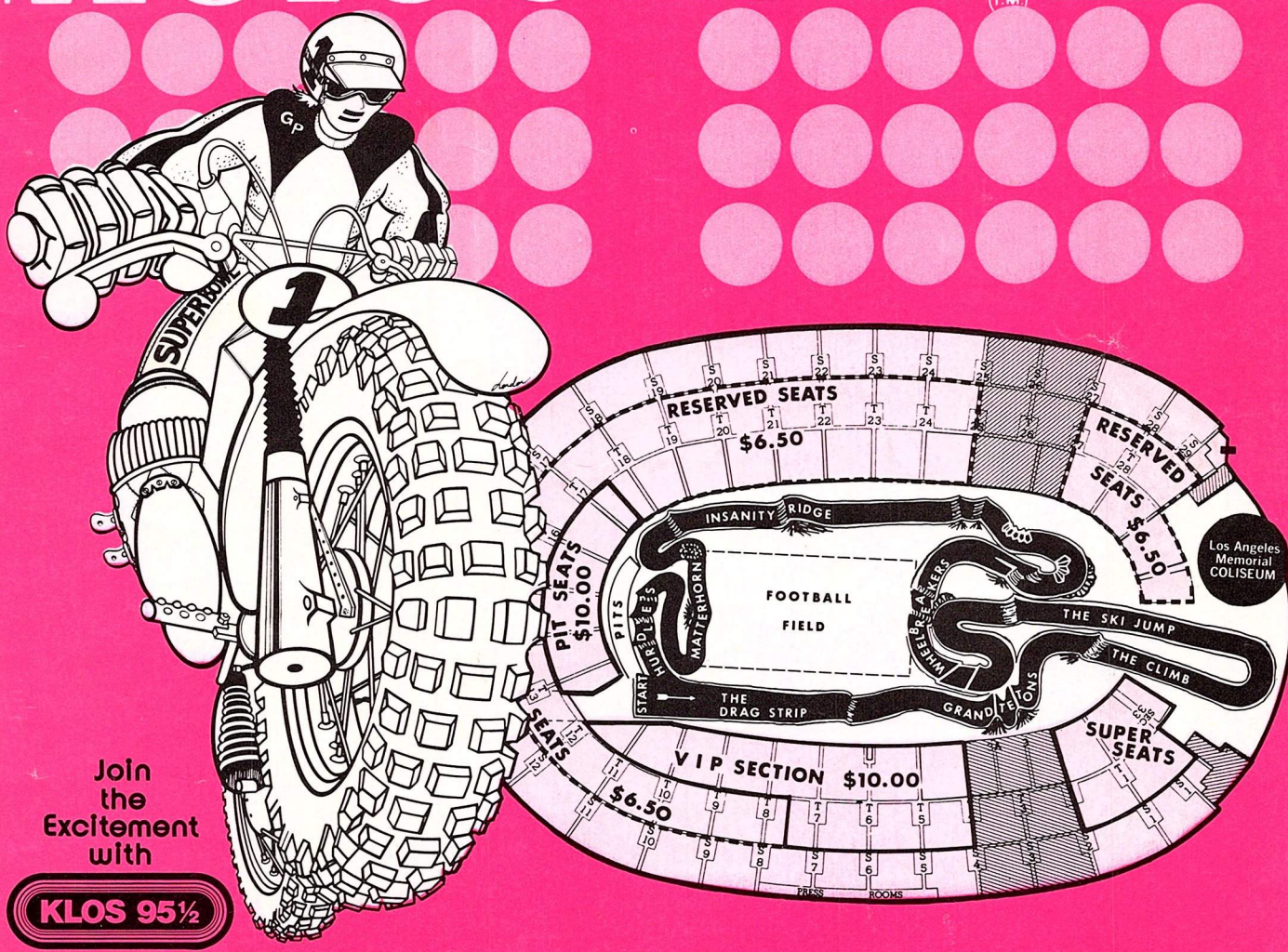

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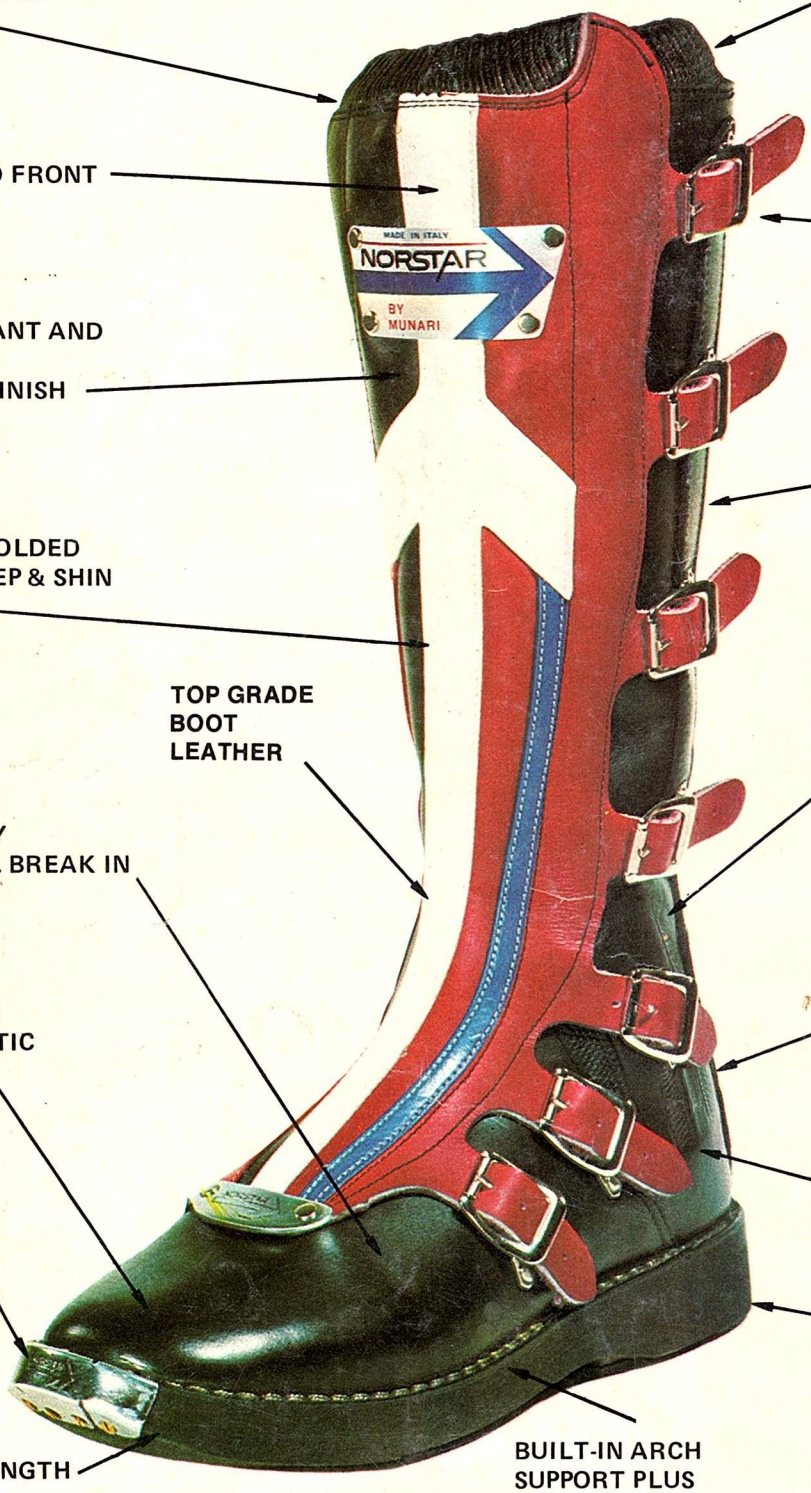

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